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AND

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DEATH.

On the 1st August, THERESE EYMARD, beloved wife of Claude N. S. EYMARD, at her residence, No. 154, Bluff, Yokohama, aged 52 years.

ARRIVALS OF MAIIS.

The French mail of the 14th July arrived, per M. M. steamer *Salazie*, on the 13th August (3 days); and the English mail of the 21st July arrived, per P. & O. steamer *Bengal*, on the 17th August (27 days).

EPITOME OF THE WEEK.

The *N. C. Daily News* says the rehearing of the Bank of China case is now postponed to October, owing to Mr. Shén Tun-ho's services as judge being no longer obtainable.

The German gunboat *Jaguar* arrived at Singapore on the 6th August from Kiel and, we learn from the *Free Press*, was to leave on the 13th for Herbertshöhe to take on board the Governor of German New Guinea, who is to proceed to the Carolines, Pellew, and the Ladrones islands in the Pacific, recently purchased by Germany from Spain.

Alarming reports continue to be received of the lawlessness prevailing in Kwangtung, where the land routes and the waterways are infested with banditti and pirates. Business is seriously interfered with, the silk trade in particular being disorganized, owing to the danger attending conveyance of produce or of the funds obtained by the sale of the same. A long list of outrages has been laid before the Hongkong General Chamber of Commerce, and the Committee of that body has made representations on the subject to the British Chargé d'Affaires at Peking and to the London Chamber of Commerce. The employment of British gun-boats is recommended for the extirpation of piracy.

Lieut.-Colonel A.R.F. Derward, D.S.O., has been appointed Colonel on the Staff of the Royal Engineers, to act as Civil and Military Commissioner at Weihaiwei.

According to a Peking telegram published in the Japanese papers the Russian Government has resolved to renew its demand on China for the construction of a railway to Peking.

Mr. Commissioner P. von Tanner handed over charge of the Foochow and Santow Customs to Mr. Commissioner Walter Lay on the 3rd August. Mr. P. von Tanner leaves to-day (5th) in the *Haesin* for Shanghai en route for Europe and he carries with him the good wishes of the community. Whether as Commissioner of Customs or in social life he has been much appreciated during his residence here and Foochow can ill afford to part with so good a sportsman.—*Echo*.

The Committee in charge of the Hongkong Memorials of Her Majesty's Diamond Jubilee held a meeting on the 15th August at which it was decided to proceed with the Hospital for Women and Children, for which a site has been selected on Barker Road. The question of the Diamond Jubilee Road, however, is to be referred to the Secretary of State, the military authorities having objected to the construction of a sea level road between Kennedytown and Aberdeen, whereas the Committee hold themselves bound by the terms of a resolution passed at the time the subscriptions were collected to the effect that it was on that particular section that the money subscribed should be expended.

The Police authorities at Bangkok, we learn from the *Siam Observer*, have made a very clever seizure of forged Hongkong and Shanghai Bank notes at Sampeng. A Chinaman with a number of notes amounting to about Tcs. 3,000, proceeded to a shop to obtain change, but the shop-keeper, suspecting that the notes were not genuine, gave information to the Police and the utterer of the forged notes was arrested. It then transpired that the man was the servant of a Chinese pawnbroker, and the latter's house was thereupon searched with very satisfactory results, another lot of spurious notes being found. Upon this discovery the pawnbroker made a feeble attempt to commit suicide by cutting his throat, but Mr. Hartnell intervened before a serious wound could have been inflicted. The accused man was to be produced before the Portuguese Consular Court.

Referring to the Indian Currency Committee's report the *San Francisco Chronicle* says:—The interesting question which the probable action of the Indian Government raises is: Will China now be persuaded to imitate the course of India and Japan, and in that event will the South American countries follow suit? There are some who believe this will be the final outcome. If it is, one of the most vexatious features of international trade will be removed, namely, the violent fluctuation of exchange, which is the invariable accompaniment of differing currencies. The successful working of the scheme to bring the whole world to a uniform standard, however, depends on the continuation of the enormous annual yield of the world's gold mines which has become a feature of recent years. Should there be any disappointment in that regard and the gold supply prove inadequate there would be no end of trouble in the future.

One of our vernacular contemporaries states that the Spanish Government has under consideration a proposal to impose a heavy duty on fans imported into that country. The Kyoto Chamber of Commerce apprehends that in case of the proposal being carried into effect, the export of fans from Japan will be largely affected, and has applied to the Foreign Office for further information on the matter. The value of the fans exported from Kyoto to Spain is valued at some 250,000 yen yearly.—*Kobe Chronicle*.

The *Ostasiatische Lloyd* professes to trace the hand of Great Britain in the recent proceedings with reference to the reported Chin-Japanese alliance. Great Britain, according to our contemporary, always wants someone to snatch the chestnuts out of the fire for her, and this time it is Japan that is to do so. The article concludes as follows:—"Germany has hardly a direct interest in the matter. Let our representatives be on the watch, however, when new events transpire affecting Germany, so to use them that they shall contribute to the development of our recent policy." This we take to mean that in the writer's opinion Germany also should be on the watch for any chestnuts that may be snatched from the fire by others.

The death is announced of Professor W. K. Burton, which took place at 9.10 p.m. on the 5th instant in the University Hospital at Hongo, Tokyo. The *Japan Mail* says Professor Burton had been in indifferent health for some years, and when in Formosa last summer he was attacked by a combination of illnesses, all aggravated by, if not directly due to, the very trying climate of the island acting upon a man of impaired constitution who never knew how to spare himself when duty called. The immediate cause of death was acute inflammation of the liver consequent on dysentery. Professor Burton was a man of rare scientific attainments and still rarer nobility of nature. He did splendid work in Japan during the fifteen years of his residence here, not only in the field of sanitary engineering, but also in that of photography, a specialty which he pursued with such success as to win a world-wide reputation. He leaves a widow and a little daughter, with whose sad bereavement all who knew him will sympathise.

We learn with much pleasure that the Peking Syndicate is by no means asleep. An arrangement has been made with Messrs. S. Pearson and Sons, Limited, the great railway contractors, to undertake the whole work of the Syndicate in China, and they are to send out their own men and make the detailed surveys at once, and commence construction as soon as possible. This arrangement involves the reduction of the staff of the Peking Syndicate here, all the detailed work being taken over by the contractors, but Captain Purvis will remain to represent the Syndicate here and Mr. Currie will probably stay on to accompany Messrs. Pearson's people into the interior. For British interests generally, as well as for those who are personally concerned in the success of the Syndicate, it is very encouraging to see that serious work on the concessions obtained in the North is to be begun at once, and we have no doubt that, if our Foreign Office will only show a little firmness for a change, the results will be satisfactory to us all.—*N. C. Daily News*.

THE FINANCIAL POSITION AND KESWICK'S SHARE BILL.

(*Daily Press*, 16th August.)

This time ten years ago Hongkong was on the crest of a wave of apparent prosperity, but before the end of the twelve months found itself involved in a crisis which proved more disastrous and prolonged than any that had visited the colony since its very early days. It was then that we were warned of the sad fate that overtook the Island of St. Thomas, and the voice of Cassandra was heard in the land. Following upon the local causes of depression came financial disturbances of almost world wide extent, culminating in the Australian banking crisis, and Hongkong's recovery was proportionately slow. During the last few years the sun of prosperity has again been shining and has reached such fervency that there are not wanting those who tell us that it has reached the zenith, that "this sort of thing cannot last," and that we must be prepared for an early renewal of hard times. It is no doubt true that periods of prosperity must be succeeded by periods of depression, which may be more or less acute, but it must be confessed that there is little present indication that we are approaching a collapse. And it is said said by some that when the inevitable period of depression does set in, it will not be attended by such disastrous consequences on the local stock exchange as previous depressions have been, owing to the beneficial influence of Keswick's Share Bill. It was the crisis that commenced in 1889 that gave birth to that Bill, and few measures that have come before our local legislature have excited such strong feelings and been discussed with such acrimony as this. Introduced in July, 1890, the Bill did not pass its third reading until July, 1891, and it was opposed to the very last. The object of the Bill, as stated in the preamble, was the prevention of contracts for the sale and purchase of shares and stock in joint stock Companies of which the sellers are not possessed or over which they have no control. The Bill has to a great extent achieved that object and stopped the rigging of the market by the sale of fictitious shares. It now, if we are not mistaken, commands the approval of its former opponents, and it is allowed on all hands that since it became law business on the Hongkong share market has been conducted on a sounder basis than ever before. When the next financial crisis arrives therefore we may expect Keswick's Share Bill to operate as a palliative of the baneful effects of the crisis on the Hongkong stock exchange, though it would be too much to expect it to operate as an absolute preventative. Happily, however, there is nothing at present visible that need give rise to apprehensions of any serious financial disturbance. Previous depressions that have visited Hongkong have been coincident with and dependent upon crises in the great financial centres of the world, and such will be the case in future; any crisis originating from purely local causes would necessarily prove very evanescent if other parts of the world were prosperous at the same time, for in that case relief would speedily arrive. And at present all parts of the world seem to be sharing in the general prosperity. The factories of Europe and America are overloaded with orders and everywhere the hives of industry are in full work. This state of affairs may, we think, be expected to continue until the large output of gold that has been taking place during the last few years shows some signs of diminution. An increase in the supply

of the precious metal acts as a stimulus on productive industry, and the world is now passing through an experience similar to that which followed the Californian gold discoveries of 1848 and the Australian discoveries of 1851.

THE DIAMOND JUBILEE MEMORIALS.

(*Daily Press*, 17th August.)

At last one of the Diamond Jubilee memorials, namely, the Hospital for Women and Children, is to be proceeded with. A site on Barker Road has been selected, the plans have been agreed upon, and the arrangements have received the approval of the Government. They will also no doubt receive the approval of the subscribers and the public in general. The original decision to erect the Hospital for Women and Children in the grounds of the Government Civil Hospital, where the foundation stone was laid, was generally regarded as a mistake, and the change of site is a wise one.

There remains the knotty question of the Jubilee Road, which is to be referred to the Secretary of State for solution. The original decision was that the funds available should be devoted to the construction of the section between Kennedytown and Aberdeen, the Government undertaking to continue the road round the island. Since then, however, the military authorities have objected to the construction of a sea level road beyond Kennedytown on the ground that it would weaken the defences of the city of Victoria, and the present Director of Public Works also opposes it on the grounds that the funds available would only carry the road to the plague cemetery, and that the money could be much more profitably employed in improving the road from the Shaukiwan end in the direction of Aberdeen, which in conjunction with the improvement of the gradients on the Pokfulam Road would give a good roadway round the island practicable the whole way for carriages and bicycles. The Jubilee Committee, however, as appears from the proceedings at the meeting held on Tuesday, consider themselves bound by the terms of the original resolution, which embodies the condition on which the subscriptions were collected. But the public enthusiasm in favour of the sea-level road from Kennedytown to Aberdeen has considerably cooled since the scheme was first launched and there appears to be an inclination in favour of accepting the Hon. R. D. ORMSBY's proposal, which promises to give the colony a good road within some measurable period of time, whereas if the money were expended on the Kennedytown section it is impossible to predict when the junction with the Aberdeen Road might be completed. If the military objections were overcome at the present time they might be renewed at some future period, and after the available funds had been expended the road might remain uncompleted forever, like the Scottish National Monument on the Calton Hill at Edinburgh. Considering the occasion of the memorial that would be a lamentable fiasco. It would be imprudent, therefore, to expend the funds on any project that cannot with certainty be carried to completion, and that within reasonable time, for everyone would like to see the memorial completed before the end of the present reign. Another element that no doubt influences public opinion is the establishment of the plague hospital and cemetery beyond Kennedytown. In 1897 these establishments did not possess the same prospect of permanence that they

unfortunately do now. No doubt in course of time the plague will disappear, but it is to be feared that we must expect outbreaks of the disease for some time to come and should this unhappy expectation be fulfilled it follows that the road would necessarily be shunned for half the year and would not be particularly popular during the other half. On the other hand there is no doubt the road would prove valuable from an economic point of view, as it would open up the south side of the island for industrial and residential purposes, and in course of years, when the plague has finally disappeared, the road would also be used and appreciated by the residents for purposes of recreation and exercise. That time, however, is not yet.

At the meeting of the Committee on Tuesday Mr. THURBURN referred to the Kennedytown and Aberdeen Road in terms which indicate that the project still possesses his support on its own merits, but the Committee as a body take their stand on the legal aspect of the case, holding themselves bound by the terms of the resolution upon the faith of which the money was subscribed, and we are left in doubt as to the private opinions of the individual members. The legal difficulty in the way of a variation of the purpose to which the money is to be applied would, however, be very easily overcome. A short Ordinance might be passed, if necessary, to sanction the variation, and, in order that no ground of complaint should remain, subscribers might be afforded an opportunity of obtaining a refund of their subscriptions should they so desire. Practically, we should think, none, or very few, would claim such refund. The primary object with which the money was subscribed was to establish a memorial of Her Majesty's Diamond Jubilee; the precise shape the memorial should take was a secondary consideration, and it must be assumed that the general body of subscribers would be willing to yield any private predilections they may have to the logic of facts and the will of the majority. If the matter has to be decided by the Government, the principle to be applied should be that adopted by the Charity Commissioners in England, who, when they find a bequest cannot, owing to changed conditions, be applied precisely as the testator directed, turn it to the best use the circumstances admit of. In this case, however, there is the difference that the donors of the money are for the most part alive and well and capable of expressing their wishes, and when the Secretary of State's decision as to the Kennedy town Road is made known presumably some steps will be taken to ascertain what those wishes are. There can be little doubt, we think, that the Secretary of State will support the military veto, and in that case a diversion of the money from the purpose for which it was originally subscribed will become necessary. Whatever may be thought of the military view, the Secretary of State would not be likely to override it on his own responsibility, and very strong pressure would have to be brought to bear on the War Office to induce it to reverse the decision of the local military authorities. For the present, therefore, the scheme for a road from Kennedytown to Aberdeen may be regarded as dead. Sometime we hope to see, or hope that our successors may see, a road connecting those two points with a tramway running along it, but the project is too remote from present possibility of realisation to render it a suitable memorial of an event of the present day.

LIFTS AND RATES.

(Daily Press, 14th August.)

When the Rating Bill of 1888 was introduced in the Legislative Council it contained a provision that the annual value of a tenement should be the rent at which such tenement might reasonably be expected to let and that "such annual value shall include the value of any fixtures or fixed machinery which may be regarded as the proper fittings of the tenement and essentially necessary to its occupation by the tenant." When the Bill was in committee the Hon. C. P. CHATER moved that these words should be struck out and the following words from the old Ordinance be substituted therefor:—"In estimating the value of a tenement the value of any machinery contained therein shall not be included." The arguments he advanced in support of his amendment were the injury that would be done to the then existing manufactures if the Bill as it stood was adopted and the desirability of encouraging new manufactures. On the other hand it was pointed out that Hongkong was the only place in the world where machinery was exempt from rates and it was urged that it was unfair to other ratepayers that the owners of machinery should escape. On a division Mr. CHATER's amendment was lost, the official majority, reinforced by the Hon. WONG SHING, voting against it, while the unofficial members, with the exception noted, voted for it. At a subsequent meeting, however, while the Bill was still in committee, the Governor announced that he had been converted by representations made to him privately by Mr. CHATER, and the proposal to rate machinery was consequently struck out and the provision expressly exempting machinery was introduced and passed. Although it is evident from the debates that the Legislature had principally in mind industrial machinery, it was nevertheless remarked that all houses had machinery of some kind, gas lamps, cooking pots, and so on, and had the question of lifts been introduced there can be little doubt that apparatus of that description would have been accepted as falling within the meaning of the word "machinery." At all events the word was left without qualification, and in the case which has just been decided in the Summary Court on an appeal from an assessment the Judge could not have arrived at any other conclusion than that lifts were exempt.

Having decided that lifts were exempt, however, Mr. Justice WISE had further to decide what deduction from the gross rental should be made on that account, and here we think the learned Judge adopted a wrong principle. He said in his judgment:—"I therefore hold that lifts of this description are not rateable, and that being so I, in accordance with my decision in the Gas Company's case in 1890, hold that profits also are not rateable. By profits I mean the enhanced rental that would accrue from the existence of such lifts. . . . The correct way of assessing this property is to take the probable annual rental supposing that the lifts did not exist." He accordingly reduced the amount upon which rates were leviable from \$18,300 a year to \$11,160,—(there was a further reduction on account of non-occupation, which does not affect the present argument)—thus giving a sum of over \$7,000 a year as the profits of the lifts. In the premises in question there are two lifts. What they may have cost we are not in a position to say, but suppose each lift be taken as worth £1,000, that would give in round

figures \$20,000 for the two, and upon this the sum allowed by Mr. Justice WISE would give a return of 35 per cent., which is far in excess of what should reasonably be allowed for interest and depreciation. The cost of the electricity used would also have to be taken into account, which would reduce the above stated return, but the point now under consideration is not the particular sum that might be arrived at, but the principle to be adopted in finding the amount to be deducted from a valuation on account of machinery. The correct principle, we submit, would be to ascertain the capital value of the machinery, allow a fair percentage thereon for profit and depreciation, add to this cost of working, and deduct the amount so arrived at from the gross rent, the remainder being taken as the annual value of the premises for the purposes of the Ordinance. The principle of taking monopolistic profits as the amount to be deducted leads to a *reductio ad absurdum*, for if a building were erected without a staircase the upper floors would be inaccessible, and therefore unlettable, without lifts, and so would escape taxation altogether.

The principle on which machinery should be assessed was referred to when the Bill was before the Council. The question was asked on what basis machinery was to be rated, whether on the cost of it or otherwise. "That again," replied the Colonial Treasurer (the late Hon. A. LISTER) "is a most difficult question. You must first decide what machinery is to be rated, discriminating between fixtures and workmen's tools, which are never rated, and then ask what a tenant would give for the whole going concern, supposing he finds the movable tools, but was provided with the fixed machinery, boilers, etc. The capital value of the machinery has, of course, something to do with it, but it does not necessarily always decide it. That is the only practicable test; you must somehow arrive at the sum which a tenant would find himself justified in giving for the concern. You may take the gross earnings, making a deduction for the tenant's profits, wear and tear, insurance, and other considerations and this would have the net rateable value." That does not seem very definite, nor is it authoritative from a legal point of view, but it is useful as an indication, by one who was supposed to have given special study to the subject, of what is usual in such cases. Now no tenant, we think, would consent to pay rent for machinery amounting to 35 per cent. upon its value, unless in cases of monopoly, and the latter is not an element that can properly be taken into consideration in questions of rating. If \$7,000 a year be taken as the value of lifts in houses, what would be a proper sum at which to place the value of the windows, supposing windows were exempted from rates. A tenement would have its value reduced more by an absence of windows than by an absence of lifts. It would not be contended that the proper basis on which to arrive at the value of the windows would be to take the difference in the amount of rent that would be paid for a house without windows and the same house with windows. But that is the principle Mr. Justice WISE has applied in the case of lifts.

A clan fight has broken out between the villages of Samyuenli and Tonghai, outside the North Gate of Canton. A great number of killed and wounded has been reported on both sides. General Lui Yung-fu has been sent to stop the fight.

SUPREME COURT.

August 12th.

IN SUMMARY JURISDICTION.**THE RATING APPEAL—JUDGMENT FOR APPELLANTS.**

His Lordship delivered judgment in the appeal of the Hongkong Land Investment and Agency Co., Limited, against the interim assessment, dated 30th June, 1899, of the offices and dwelling on Marine Lot No. 278, in Connaught Road.

Mr. J. Hastings appeared for the appellants, and Mr. F. B. L. Bowley (Acting Crown Solicitor) for the assessor, Mr. A. Chapman.

His Lordship delivered judgment as follows:

This is an appeal under the Rating Ordinance (15 of 1888) by the Hongkong Land Investment Co., Limited, against the assessment of the premises situate on Marine Lot No. 278. The grounds of the appeal are as follows:

1. That the said tenement is valued beyond its rateable value, the value of certain machinery upon or in the said tenement having been included in the said rateable value, contrary to the provisions of the above-mentioned Ordinance.

2. That the said tenement is valued beyond its rateable value on the date on which such valuation was made (June 30, 1899), because on the said date certain portions of the said building were unfinished and incapable of beneficial occupation.

The Assessor duly appointed under the said Ordinance after making enquiries assessed the rateable value (that is the annual rent) of the whole building at \$17,830. He apparently arrived at that sum in the following manner. From inquiries he found that the various floors were let at certain monthly rentals, viz:—First floor and part of basement, \$465; second floor and part of basement, \$440; half the third floor, \$150; half the fourth floor, \$150; fourth floor, \$320, making \$1,525 per mensem or \$18,300 per annum. He also found the fourth floor and half the third floor unoccupied on June 30, 1899 (the date of the assessment) and having reason to believe that that portion of the building would be occupied in about a month, he made a deduction of \$470 (being \$320 + \$150) from the sum of \$18,300 bring it down to \$17,830. Now in dealing with the grounds of the appeal already set out, I think it will be convenient to consider the second one first. This ground deals with the question as to whether the assessor made sufficient deductions for the unoccupied portion. The assessor in arriving at the sum of \$470 acted under the last part of sub-section 5, section 1 of the Ordinance. That reads as follows:—"In the case of buildings let to more than one occupier there may be deducted from the total annual rent of the whole tenement estimated as aforesaid, a sum not exceeding 20 per cent. of the whole, as an allowance for such portions of such buildings as may reasonably be expected to be unlet from time to time during the ensuing year, and the remainder shall be the ratable value." The Assessor having, as I have said, reason to believe that the unoccupied portions would be occupied in the course of a month, deducted one month's rent from the annual rental as a reasonable allowance. Now in this I think he was wrong. It appears to me quite clear that the last part of the sub-section above quoted does not refer to the case of a new building in which a portion has never been occupied, but refers to the case of buildings already completed, like Chinese tenements, in which, from the nature of their lettings, it may reasonably be expected that some of the rooms or floors will be unoccupied for some part or parts of the year, and in those cases he may make such deductions as he may think fit, subject only to the condition that such deductions shall not exceed 20 per cent. of the whole annual rent. In my opinion the assessor ought to have acted under the first part of the sub-section, which reads as follows:—"Rateable value means the rent at which any tenement may reasonably be expected to let at the time of the valuation, if etc." Now at the time of the valuation this floor and a half was unoccupied, and never had been occupied, and therefore not rateable. So it seems to me that instead of deducting only one month's rental, he ought to have deducted twelve months'. I am strengthened in this opinion by the fact that by Section 23 of the

Ordinance "The Assessor may at any time make an interim valuation of any tenement." So that as the floors were occupied he could proceed to assess their annual rentals and collect his rates. I shall refer to this point later on. I will now turn to the second ground of appeal, and the question there is briefly—Does a lift come under the heading of machinery? In the sub-section previously referred to there occur these words, "Such rateable value shall not include the value of any machinery upon or in the tenement." Now upon these premises there are two lifts worked by electricity, and it is admitted by the respondent that the electric motor which works the lifts is included in the ordinary meaning of the word machinery, but he contends that these lifts and their necessary accessories are not machinery within the meaning of the Ordinance, and that the Ordinance only refers to what I may call trade or manufacturing machinery. In support of his contention he refers to the first Ordinance on the subject, viz., Ordinance 2 of 1863 (Police and Lighting Rates Ordinance) Section 6, which is to the following effect:—"In every valuation to be made under the provisions of this Ordinance the person so appointed to make such valuation as aforesaid shall cause every tenement to be separately valued, and such valuation shall be made upon an estimate of the gross annual rent at which such tenement might reasonably be expected to let from year to year. The value of a tenement so estimated shall not include the value of any machinery contained therein." This Ordinance is not in force at present, but its provisions as to machinery are practically reproduced in the existing Ordinance of 1888. The respondent argued that there were no lifts in 1863 and so that Ordinance could not possibly have referred to them, and that even in 1888 there were no lifts in the Colony (though I believe two were in course of construction and lifts were certainly in use in other parts of the world), and so the word "machinery" in 1888 could not have a more extended meaning than in 1863. On behalf of the appellants it was contended that lifts were included in the word "machinery" as used in the Ordinance, and that in that case they were not rateable. I have considered this matter carefully, as it seems to open up a wide question, and I am of opinion that lifts are included in the word "machinery" as used in the Ordinance. Although in 1863 there were no lifts, yet the word "machinery" is not limited in any way, and must have been intended to include all the machinery there was at the time in the Colony. Am I then to conclude that the Legislature in 1888 was of opinion that the world had stood still for twenty-five years and was ignorant of the fact that great strides had been made in science and mechanics, and that great improvements had been made in machinery and that numerous novelties had been introduced? Am I to suppose that when the Legislature uses a general word like "machinery," it only means machinery of a certain class? I cannot do so, and I can only say that if the word is to have a limited meaning it is a pity that it was not so defined. I therefore hold that lifts of this description are not rateable, and that being so I, in accordance with my decision in the Gas Company's case in 1890, hold that profits also are not rateable. By profits I mean the enhanced rental that would accrue from the existence of such lifts. I need not therefore refer to the cases quoted on behalf of the appellant in support of this contention. The correct way of assessing this property is to take the probable annual rental supposing that the lifts did not exist. It is unfortunate in this case that the only evidence before me as to what this rental would probably be is evidence given on behalf of the appellants. I do not suggest at all that such evidence is untrustworthy, but it must be admitted that it would be more satisfactory to have evidence from the other side as well. However, I must do the best I can with what I have got. Another point was raised by the appellants, that some further deductions ought to be made even in the case of the occupied portions of the building, inasmuch as on July 30, 1899, water had not been laid on, and the lavatories could not be used, and some portion of the basement was inaccessible; but seeing that the tenants went in with full knowledge of these defects, and that there was no evidence before me

that any reduction of the rent was going to be made or claimed on account of these deficiencies, I do not think that the assessor would have been justified in taking them into consideration. The question now remains, what is to be the assessment? Evidence was given as to the probable monthly rentals of the premises without the lifts by Mr. Shelton Hooper and Mr. Turner. The former estimated it at \$860, and the latter at \$930. I think that under the circumstances, and considering that it is only an estimate, I ought to take the higher figure. Mr. Turner's estimate is as follows:—

First floor and part of basement ...	\$400
Second floor and part of basement.....	300
Half of the 3rd floor.....	65
Do	65
Fourth floor ...	100
	<hr/>
	\$930

From this must be deducted, as I have already shewn, \$155, being the estimated monthly rentals of the fourth floor and half the third, leaving a monthly rental of \$765 or an annual rental of \$9,180, and that is what I hold to be the proper annual rental in this particular case. There will be costs for the appellants.

Mr. Hastings—With regard to the question of costs, my Lord, as your Lordship sees this is an appeal and there is no amount fixed—

His Lordship—What did you do in the previous case? Your appellants got costs in the previous case.

Mr. Hastings—I do not know, my Lord.

His Lordship—You had better see and make application

Mr. Hastings—Well, my Lord, I would ask your Lordship, seeing this case has raised one or two novel points—

His Lordship—That is why I have taken the trouble to write out the judgment.

Mr. Hastings—I would ask your Lordship to give costs on the higher scale.

His Lordship—Well, I think, Mr. Bowley, they are entitled to it. I have knocked off nearly \$8,000.

Mr. Bowley—I do not think I can object to it.

IN BANKRUPTCY JURISDICTION.

BEFORE HIS HONOUR W. MEIGH GOODMAN, (ACTING CHIEF JUSTICE).

APPLICATION TO ANNUAL AN ADJUDICATION RE LAM TAN CHIN.

An application was made on behalf of Lam Tan Chin, alias Lam Wing Kwai, of 17, Hollywood Road, clerk and interpreter, to annul an adjudication.

Mr. Reece said he understood Mr. Shepherd appeared in person. This was an application of the bankrupt, and the only parties to appear were the bankrupt and the trustee representing the creditors. This was not an objection he wished to insist upon, but he thought he must raise it, he thought that was the proper practice.

His Lordship asked for authorities on the point, which Mr. Reece was unable at the time to produce, and the case was proceeded with.

Mr. Reece said this was an application under section 29 of the Bankruptcy Ordinance to annul an adjudication, and for an order for the proceeds of the sale of the property of the bankrupt to be handed over to the debtor or his solicitor. The date of the adjudication was July 15th, 1899. The proceedings commenced as long ago as 20th April, 1893. The petition was filed on 20th April, 1893, and he sought to set aside the order of adjudication on the ground that the whole proceedings were defective from beginning to end.

This point was argued at some length by His Lordship and Mr. Reece.

His Lordship said he did not think they could go behind the receiving order made by Sir John Carrington. The debtor bolted away about seven years ago to escape his creditors and then got a lawyer to bring highly technical objections to get him off and upset all the proceedings. It was a clever Chinese dodge, but he would not fall in with it unless he was compelled by law to do so.

Mr. Reece said technical rules were invented for the purposes of justice, and there was always some substance behind technicalities. If all rules and forms were to be abolished they might as well abolish all the laws at once.

The case was adjourned till Wednesday.

August 16th.

Mr. Reece appeared for debtor. Mr. Hastings (with the permission of the Court) for Mr. Bruce Shepherd (Official Receiver and trustee), and Mr. D'Almado (Messrs. Wilkinson and Grist) for the petitioning creditor.

Mr. Reece was about to continue his application, when

His Lordship reminded Mr. Reece of the fact that there was a receiving order made on the 15th September last. That order still stood. Two courses were open to debtor. If that order had been irregularly obtained without sufficient proof being adduced to the court the proper course was to object to it being made at the time or to apply for its rescinding or else to appeal. Neither the one nor the other course was adopted. If it had the matter would have come before Sir John Carrington, who made the order and was familiar with what happened, and the order might have been rescinded or otherwise.

Mr. Reece said that there was no time limit as to making an appeal, and if his Lordship held that the receiving order could have been appealed from he would ask his Lordship to adjourn the matter to the full court so that it might be argued before the full court. He contended that the receiving order was wrongly made.

His Lordship—I certainly shall not do that.

Mr. Reece, however, contended that it was not incumbent upon the debtor, if he wished to dispute a receiving order or adjudication, to appeal against the receiving order.

His Lordship remarked that in England the appeal had to be made within 21 days.

Mr. Reece contended that the time limit did not apply to Hongkong. He proceeded to argue that debtor should not have been adjudged bankrupt.

His Lordship, interrupting, said—These are the arguments you ought to have adduced in applying to Sir John Carrington to rescind the receiving order.

Mr. Reece submitted that under the Ordinance the proper course for debtor to take was to wait until the adjudication was made and then to apply for the annulling of the adjudication, because there was no power to rescind the receiving order.

His Lordship—There is power to appeal.

Mr. Reece—Yes.

His Lordship—Then why did not you do so. The petitioning creditor (Sui Chi) was cross-examined as to his affidavit by Mr. Reece. The latter began to ask questions as to what transpired before the receiving order, which was granted on Sep. 15th last, but his Lordship said that as he did not propose to go behind the receiving order he ruled that questions as to what transpired before then were not relevant.

On his Lordship's suggestion, Mr. Reece continued his argument.

Subsequently Mr. Grist was cross examined on his affidavit.

His Lordship in dismissing the application said—This is an application under Section 29 of the Bankruptcy Ordinance, 1891, to annul the adjudication of bankruptcy and to order the proceeds of the sale of the bankrupt's property to be handed over to him or his solicitor. The petition, based on a debt of \$1,000 and an Act of Bankruptcy, viz., departing from the colony with intent to defeat or delay the creditors, was filed in 1893. An interim receiving order was made in 1893 by Sir Fielding Clarke, an adjournment was ordered by Mr. Justice Ackroyd, and on 15th September, 1898, a receiving order was made by Sir John Carrington. The debtor alleges that one at least of the essential preliminaries to the proper making of that receiving order was absent. The discovery of that flaw, assuming it to exist, is not new. The debtor knew of the receiving order and of the flaw he alleged to exist, certainly as long ago as last November. He could have applied to rescind the receiving order or he could have appealed from it, under sub-section 3 of Section 71 of the Ordinance. He took neither course. He allowed an order of adjudication to be made by me in due course on the 15th June last. For years past the property has been preserved from forfeiture or resumption by the Crown by those who paid the Crown rent, which was not

Road and the site above Bonham Road (Nos. 1 and 4 in the above list). The former was the more airy and healthy and was markedly cooler, being over 1,100 feet above sea level. It was accessible from the Tram-way—(about 10 minutes' walk along a comparatively-level road)—and could also be reached by the Magazine Gap Road, which is more favourably graded than any other of our hill-roads communicating with the city. The latter, that is, the Bonham Road site—was strongly recommended by the Director of Public Works, was within easy reach of the Government Civil Hospital and Nursing Institute, and could be served from there. It was, moreover, about the level indicated by your resolution. Both sites were on Crown land and had either to be purchased or obtained as a gift from the Government. The site on Barker Road was chosen by a majority of the members. Its selection obviously involved a considerable increase of expenditure, as the site itself was a more expensive one to build on, and quarters had of necessity to be provided for a doctor and nursing staff. The committee, therefore felt, that it must know somewhat approximately, before proceeding further, what accommodation would be provided on this site with the funds at its disposal, after making due provision for the Nursing Institute. I mention this to show that the task deputed to the Executive Committee was not without its difficulties, and though many of you may think there has been unnecessary delay in this matter that is not the case. By the middle of October a skeleton scheme had been drawn up showing that a satisfactory hospital could be provided on the Barker Road site with the funds at the committee's disposal. At this stage, before further progress could be made, it became necessary to adjudicate on the designs which had been submitted by architects in the beginning of January, 1898, for a Hospital and Nursing Institute on the Civil Hospital site. As the result, Messrs. Palmer and Turner were awarded the 1st premium, Messrs. Denison and Ram the 2nd, and Mr. Harker the 3rd, only three designs having been sent in. An attempt was then made to obtain fresh competitive designs for the proposed Hospital on the new site from these architects, but this fell through, and ultimately it was decided at a meeting held on the 5th January last to appoint Messrs. Palmer and Turner architects and to instruct them to prepare preliminary drawings for the consideration of the committee, and I may tell you that Messrs. Palmer and Turner, in consideration of the funds at our disposal being limited, have consented to merge the premium of \$1,000 paid to them in accordance with the terms of the competition in the sum which will become due to them for carrying out this work. The preliminary drawings were submitted early in March, showing the arrangement of the wards, quarters for staff, and other details, and, on the basis of the information then before it, the committee instructed the architects to proceed with complete plans and estimates, and in doing so to consult with the Principal Civil Medical Officer on all matters affecting the arrangement and equipment of the Hospital. The plans and estimates have now been completed, and it is for the purpose of considering them that we are met today. I am pleased to be able to tell you that His Excellency the Governor has signified his approval of the proposed site and of the scheme generally. The plans which are now before you provide the following accommodation, which I will compare with what was provided in the original plans as I go along:—

New Plans.

Gen'l Wards for Women	2	containing 24 Beds
" Do " do Children	1	8 "
Private Wards	4	8 "
Isolation Ward	1	1 Bed
Day room for convalescents	.....	1 No.
Sisters rooms	2	"
Operating Theatre	.....	1 "

Original Plans.

Gen'l Wards for Women	2	containing 28 Beds
" Do " do Children	1	8 "
Private Wards	4	6 "
Isolation Ward	1	1 Bed
Day room for convalescents	.....	1 No.
Sisters rooms	1	"
Operating Theatre	.....	1 "

These are the main provisions, and you will see that the only difference between the new and original plans is that for the former there are four beds less in the general wards, but the private wards can contain two beds more; the total number of beds being thus 41 against 43. Considering that there will be 24 beds in the general wards, I think I am justified in saying that the new plans are likely to meet the requirements of the colony for some time to come. Should the necessity arise in the future for more accommodation, this can be met by putting another storey on the wings, which, you will observe, are only to be built one-storey high at present. Quarters for an Assistant Surgeon and the requisite nursing staff will be provided a little to the westward of the Hospital and on the same level. Each of these houses will contain five rooms, besides bath-rooms and the usual out-offices, &c. That is all I need say about the Hospital. The design is before you and you can form your own opinions as to its merits. Regarding the Nursing Institute, the original proposal to erect a detached building has been modified to this extent—that the accommodation required will be provided by extending the present building. This is not only a more economical plan in many ways, but by its adoption the rooms which were devoted to office and like purposes can be dispensed with. The architect's estimate for the various works is as follows:—

Leveling site	... \$ 3,500	
Hospital	..... 45,500
Quarters	..... 18,000
Goods from England	..... 10,000
Nursing Institute		10,000
to which has to be added the Architects' Commission of 6%, less \$1,000 already paid as premium.		4,220
Total		\$91,220

According to a return furnished by the Honorary treasurer, dated 28th February last, the amount available under the Hospital section of the fund was \$95,899.92, and this has since been earning interest at the rate of 5%. It will continue to do so until it has been disbursed, so that I think we may safely reckon on having a sum of \$100,000 at our disposal. You will therefore see that there is a fair margin—practically 10 per cent.—to cover contingencies. That, gentlemen, is a statement of what we have arrived at as regards the Hospital, and we now ask your approval of the scheme. The buildings, as you are aware, are to be handed over on their completion to the Government and, as I formerly mentioned, His Excellency the Governor has already signified his approval of the site and of the scheme generally. I may add that only yesterday a communication was received from the Principal Civil Medical Officer regarding the Nursing Institute, to the following effect:—" In the plans provided the accommodation will only be just sufficient for our present requirements if the sitting room is turned into a probationers' room, as there are now two sisters and three probationers, in addition to the Matron, and it is necessary for each of the probationers to have a room to herself. In my minute dated 27.7.97, in C. O. D. 114 of 1897, I stated "it will be sufficient to begin with to provide accommodation for an Assistant Matron, three sisters, and say five probationers. The building might be so arranged as to be capable of being extended if necessary. The five-roomed house in Barker Road will be required for the Hospital staff there. The bath-rooms are not very conveniently placed, as those on the first floor will have to leave their rooms and go down a short staircase before entering the bath-room. It would be a great convenience if water-closets could be erected for the whole of the sisters' quarters and a hot-water apparatus be constructed, as at present all the hot water for baths, &c., has to be carried from the Government Civil Hospital; this means many of the sisters cannot have a bath when it is required. The present system of conveying night-soil by means of coolies who enter the building at the early hours of the morning is a very objectionable one in quarters where only ladies reside, besides the nuisance occasioned by the fact that this is only removed once in 24 hours. I have intended drawing attention to this requirement and the present when plans are being drawn up for an extension of the quarters, appears to me to be

a suitable time." The Executive Committee has had no opportunity of considering the questions raised, some of which do not pertain to the scheme of providing a Nursing Institute. I hope, so far as they do affect that scheme, it may be found practicable to give effect to the suggestions of the Principal Civil Medical Officer. That is all that I can possibly set before you, and I now ask for your approval or disapproval of what we have done. If any member would like to ask any questions I should be pleased to answer.

The Hon. E. R. BELLIOS.—What is the reason for deviating from the original plans?

The CHAIRMAN.—We have changed the site. The first was down below near the Civil Hospital, and the present one is 1,100 feet above sea level; so the plans had to be altered. There are only two beds less in the new plans than in the original plans.

The Hon. E. R. BELLIOS.—Practically it will be a smaller building?

The CHAIRMAN.—I do not think it will be smaller, but to suit the site we have had to alter the plans entirely. They are here for your inspection. They have been decided upon after very mature consideration and have been submitted to His Excellency the Governor, who has approved of them.

The Hon. T. H. WHITEHEAD.—You have the original resolution by you stating the purposes for which subscriptions were invited?

The CHAIRMAN.—I have, Mr. Whitehead, and I shall come to them immediately. I would like, with your concurrence, for these two matters of the hospital and the road to be kept apart.

The Hon. T. H. WHITEHEAD.—I refer to the Hospital and not to the road.

The CHAIRMAN.—Yes.

The Hon. T. H. WHITEHEAD.—What did the original resolution say?

The CHAIRMAN.—The resolution said—"That the most useful and most befitting manner of permanently commemorating the completion of the sixtieth year of the reign of Her Majesty Queen Victoria will be to erect a Hospital for women and children and the training of nurses, to be handed over to the Colonial Government, who have undertaken to maintain it in conjunction with and on the same footing as the Government Civil Hospital," etc. We are perfectly within the wording of our resolution, and as I was just saying, I would like, with your concurrence, to keep these two matters—the Hospital and the road—apart. I have given full details of what we have done with regard to the Hospital, and I would like a resolution on that subject before entering into the question of the road.

Mr. THURBURN thought the statement the chairman had given them was a very satisfactory one, and that they could not do better than show their approval of it. He would propose that the action of the Executive Committee be confirmed and that they be authorised to go on with the building of the Hospital.

The Hon. E. R. BELLIOS seconded, and the motion was carried unanimously.

The CHAIRMAN.—Turning now to the road, about the end of August last a report and estimate which had been prepared by the Honourable Director of Public Works, after the survey and plans were completed, was forwarded to me by the Government. In his report, Mr. Ormsby stated that he was "strongly in favour of first constructing the road between Shaukiwan and Aberdeen and so completing a carriage road round the Island, leaving the construction of the section round Mount Davis for future consideration." He then went on to recommend that the Shaukiwan to Aberdeen sections be undertaken and that work be commenced at both these places simultaneously. After obtaining the opinions of the other members of the Executive Committee, I informed the Government that we considered ourselves bound by the resolution passed at a General Committee meeting on the 26th April, 1897, which received the approval of His Excellency the Governor (Sir Wm. Robinson). That resolution appeared to us to limit the expenditure of any portion of the fund raised to the section between Kennedytown and Aberdeen. The resolution referred to is as follows:—"That the money so collected, together with an equal amount promised by the Colonial Government, be deposited at interest

CHINA OVERLAND TRADE REPORT.

in the Hongkong and Shanghai Banking Corporation in the name of the Jubilee Committee, and be disbursed by them after paying for the local celebrations—one-half towards the erection of the hospital for women and children and the training of nurses and the other half towards the construction of the first section of the carriage road from Keunedytown to Aberdeen which the Government undertakes to commence forthwith and to carry on the remaining portion of the road until completed." The next communication received from the Government was a letter from the Colonial Secretary dated 7th December, 1898, enclosing an extract from a letter of General Black's, addressed to His Excellency the Governor, which reads as follows:—"In answer to your Excellency's letter of the 30th ultimo, No. 94/G, I have the honour to state that the slopes of Mount Davis between Sandy Bay and Kennedystown are so steep and rugged that no formed body of soldiers could move along them at night. (2) If a broad level road were constructed from Sandy Bay to Kennedystown, a force landed under cover of darkness anywhere between these points could move easily and rapidly to the latter place. (3) I am, therefore, of opinion that it is unadvisable on military grounds to give an enemy an easier method of access to the town of Victoria. (4) I have seen it stated that a small fort or work might be built to defend the road, and that the fire from Belchers Battery would sweep it and would answer that the small garrison of Hongkong cannot afford to detach men to defend yet another work, and that during darkness the fire from Belchers would be of little avail." A reply to this was sent in the beginning of January, adhering to the position formerly taken up by the Committee, and pointing out that the Government had undertaken, with the approbation of the Secretary of State for the Colonies, and without objection on the part of the military authorities, to commence the road forthwith and to carry on the remaining portion of it until completed. The letter concluded by expressing the Committee's earnest hope that the promise of the Government would be kept and the work commenced at once. And here I wish to tell you that the members of the Executive Committee have been unanimous in their action with regard to this matter. The reply of the Government is dated the 20th February last and is as follows:—"I am directed to acknowledge the receipt of your letter of the 6th ultimo, relative to the Victoria Jubilee Road, and to state for the information of the Jubilee Committee that the question of the construction of the proposed first section of the road from Kennedystown round Mount Davis has been reported upon by General Black and General Gascoigne, who are both opposed to it on military grounds, and that His Excellency the Governor would not therefore feel justified in approving of it at present. It is a matter of regret to His Excellency that the military objections were not pointed out to your Committee when the construction of this section of the road was first proposed." A further letter has since been received from the Government requesting that a sum of \$1,836.26, expended in connection with the survey of the road from Government moneys may be refunded from the Jubilee Fund. The Government were then requested to state whether the whole of the sum mentioned was for the Mount Davis section of the road, and, if not, what proportion of the sum was chargeable in respect of it. To this a reply has been received from the Colonial Secretary, dated the 11th inst., as follows:—"In reply to your letter of the 25th ultimo, I am directed to state for the information of the Jubilee Committee that it is not possible to state what proportion of the amount was expended on the section of the road round Mount Davies, as the work was done as a whole. The section referred to must, however, on account of the rugged and difficult nature of the ground, have cost considerably more than any other equal portion of the proposed road." That gentlemen, is all that I can tell you with regard to the road. That is the position the Executive Committee you appointed have taken up, and we should like to hear what you have to say with regard to the matter, and what you propose should be done in the future.

The Hon. E. R. BELILIOS said he would like to know if the Executive Committee had considered the extension of the colony, and whether in consequence of that extension sooner or later the fortifications would not be set outwards.

The CHAIRMAN said that as far as the committee were concerned they were in a measure bound by the resolution he had read to them and on which resolution the money was collected, the committee being trustees. They had two legal luminaries on the Executive Committee, and these gentlemen quite agreed with the views he had enunciated.

The Hon. T. H. WHITEHEAD proposed that what had been done by the Executive Committee be confirmed and that the General Committee record their appreciation of and thanks for these services of the Executive Committee. (Hear, hear.) It was impossible to deviate from the original conditions on which the money was subscribed.

Mr. FUNG WAH CHUNG, in seconding, said he collected funds from the Chinese on the promise that the road from Kennedystown to Aberdeen would be undertaken.

The motion was carried.

Mr. THURBURN thought the question now came, What is the committee to do? The Government had decided—and he thought the present Governor had no option in the matter—not to allow the road from Kennedystown to Aberdeen to be made on account of military objections. He thought the way in which the Government as administered by General Black had treated the Jubilee Committee had been of such a nature that it deserved to be made public. The discussion as to what was to be done with the Jubilee money was carried on in the most public way for several months in the papers as well as privately. General Black himself made suggestions. Finally the road from Kennedystown was decided upon with the full approval of the Government, the Committee had no intention whatever, of merely relieving the Public Works Department of part of their ordinary burdens of road making, they knew that the Government of its own accord would never make this particular road. Therefore this road was decided on as a Jubilee Road and money was subscribed on this understanding. During this time General Black never said one word about military objections, and the consent of the Government was obtained, the opening stone being laid in General Black's presence. It was not until later on—when he became Governor—that he tried to get the money to go on with the road in another part of the colony, and it was only on finding that he could not get the money for this purpose that he brought up these military objections. He thought also that before he went away he left a communication for his successor in which he made strong representation, against the road from Kennedystown being made, on military grounds. No one could be surprised that when the new General arrived here he would not care to disagree with his predecessor in a matter of this sort. It was hardly to be expected he would. He would have been in a very awkward position had he done so, and he thought the one thing for the committee to do was to report the whole thing to the Secretary of State for the Colonies; to state exactly what General Black did, and to request the Secretary of State for the Colonies to consider the question with the advice of other military experts besides General Black. He would like to put this in a form of a motion.

The Hon. Wei AYUK seconded.

The Hon. E. R. BELILIOS—And supposing the Secretary of State says no, shall we be bound as to the carrying out of this scheme?

The CHAIRMAN said that as far as they knew, from the legal luminaries on the Executive Committee, they could not use the money for any other purpose than that mentioned in the resolution. They had heard Mr. Fung Wai Chung, who was the honorary treasurer for the Chinese subscriptions and collected large sums of money, that he collected most of the money on the promise that it would be partly for the road in question.

Mr. CRAWFORD asked if it was absolutely impossible to use the money if the scheme was slightly modified.

The Hon. Ho KAI said the resolution expressly mentioned Kennedystown. He was one of the legal members of the Executive Committee, and it was his opinion, and also that of Mr. Francis, Q.C., that they were bound by the resolution. They could make some slight modification but not a departure.

The resolution was passed unanimously.

The Hon. T. H. WHITEHEAD and Mr. E. M. Gray were elected to fill vacancies on the Executive Committee.

The CHAIRMAN observed that it was understood that the communication to the Secretary of State for the Colonies would be sent through His Excellency the Governor.

The Hon. T. H. WHITEHEAD—The Committee will of course explicitly inform the Secretary of State for the Colonies of the conditions on which the money was subscribed.

The CHAIRMAN—Oh yes, we must give the whole history.

This was all the business, the CHAIRMAN remarking as the meeting broke up that he understood that the resolution which had been passed authorised the committee to go on with the Hospital at once.

REPORTED ANNEXATION OF SAN-CHAU ISLAND BY FRANCE.

A remarkable statement is made by the Macao paper *Lusitano*. Our contemporary has for some time past been agitating for a territorial extension of the colony of Macao, and it has another article on the subject in its issue of the 13th August. In the course of this article reference is made to the approach of England and France to Portuguese territory.

"England," says our contemporary, "some months ago extended its colony of Hongkong, taking in Lantao, which is within sight of Macao and absolutely dominates this city on the east. France occupied, also some months ago, the island of Samchao, as a declaration of its right to the territory to the west when the partition comes, and more than once a French gunboat has traversed the waters of the West River, in whose mouth the city of Macao is situated, apparently to effectively affirm French influence in the zone patrolled, where France has, or pretends to have, interests to safeguard."

The island whose name our contemporary gives as Samchao is apparently the same that is called in the "China Pilot" Sanchau, and of which the following description is given in that work:—"Sanchau, which forms the west side to the entrance to the Broadway, is the next large island north-eastward of Tylou Island, and its south-east point bears W. by N. 15 $\frac{1}{2}$ miles from the Little Ladron. The space between Sanchau and Tylou is shoal, with some islets and rocks adjoining the north-east end of the latter. The depths decrease gradually off Sanchau, but it is not so bold to approach as the islands to the westward, for soundings of 3 to 4 fathoms extend a considerable distance from it; nearly touching its east point is a conical islet and some rocks, with 3 fathoms close to."

If France has really occupied this island the fact is one of importance to Hongkong, for it means that this Colony's trade with the West River will have to pass immediately by a French settlement, from which it might at any time be intercepted or attacked. If the occupation has actually taken place it is presumably as yet only nominal, for if there had been any active exercise of territorial rights the matter could hardly have been kept so quiet as it seems to have been.

The Shanghai Engineering & Dock Co., Ltd., it is reported, has secured the contract for the building of a steamer 230ft. long by 35ft. beam to the order of the Standard Oil Company. She will be engaged on the Yangtze in the carriage of case kerosine. The same Company has the order for the construction of the Waterworks in Shanghai native city. The bulk of the plant has been ordered from Europe through the agency of Messrs. Arnold Karberg and Co., and the works are to be completed within twelve months.—*N. C. Daily News.*

HONGKONG GENERAL CHAMBER OF COMMERCE.

At the monthly meeting of the General Committee of the Hongkong General Chamber of Commerce.—Present: Messrs. R. M. Gray (Chairman), A. McConachie (Vice-Chairman), A. Haupt, Sir Thomas Jackson, Messrs. W. Poste, H. A. Bitchie, N. A. Siebs, Hon. T. H. Whitehead, and Mr. R. C. Wilcox (Secretary).

MINUTES.

The minutes of the last monthly meeting (held 10th July) were read and confirmed.

NEW MEMBER.

On the motion of Mr. A. Haupt, seconded by Mr. N. A. Siebs, Messrs. Wendt & Co. were unanimously elected to membership of the Chamber subject to the usual confirmation at the next annual meeting.

REUTER'S POLITICAL TELEGRAMS.

The Secretary reported that, in accordance with the vote taken at the previous meeting, a reply was, on the 11th July, addressed to Reuter's Agent agreeing to raise the subscription from \$300 to \$400 per month, but expressing the hope that a further and commensurate improvement would be made in the service, and also suggesting improvements in the commercial telegrams supplied direct to the community. A reply has been received to this asking for details in regard to the latter suggestion.

The Chairman said they had received a good number of suggestions for the improvement of the commercial telegrams, which were under consideration.

DIFFERENTIAL DUTIES ON JUNK-BORNE GOODS.

It having been found impracticable to furnish statistics that would usefully illustrate the case against the Hoppo, a letter was, on the 18th July, addressed to H.B.M.'s Chargé d'Affaires at Peking, a copy (with covering letter) being at the same time forwarded to the local Government.

The latter despatch was acknowledged, under date of 22nd July, when the Governor expressed the earnest hope "that the Chamber's representation may conduce to a satisfactory settlement of this important question."

BILL TO AMEND THE RAW OPIUM ORDINANCE, 1889.

After some further consideration, a letter was on the 20th July, addressed to the Colonial Secretary offering a criticism of this Bill and making various suggestions thereon.

ORDINANCE FOR PREVENTION OF CONCEALMENT OF OPIUM ON SHIPS.

On 20th July a letter was addressed to the Government approving this measure, which came before the Legislative Council on the 8th August, and passed through the Committee stage.

SUBSIDIARY COINAGE QUESTION.

A despatch, dated 25th July, had been received from the Government forwarding copy of a report by the Committee appointed by H.E. the Governor to enquire into this question, together with a minute by Mr. Whitehead, who had not signed the report, being of opinion that it should go further.

The Chairman read some correspondence between Mr. Whitehead and the Chairman of Committee (Hon. A. M. Thomson) in which the former asked for further information, and expressed the opinion that while approving the report generally he thought it should go further.

Some conversation ensued with regard to the supply of Hongkong subsidiary coins, which Sir Thomas Jackson declared to be ample at present though the demand had lately been heavy.

CABLE RATES FROM INDIA TO EUROPE.

After consideration, the Committee, on the motion of Hon. T. H. Whitehead, seconded by the Chairman, unanimously adopted the following resolutions:

This Chamber having been asked to accord its support to the effort now being made by Chambers of Commerce in India and other Eastern countries to secure a reduction in the cost of telegrams between the East and Great Britain, is heartily in sympathy with the movement, and hereby records the following resolutions:

1.—That the rate from India to Great Britain, which is now 4s. per word, is excessive and admits of substantial reduction.

2.—That the Chamber is of opinion that a reduction of the traffic would be followed by a sensible increase in the traffic. If there is any hesitation on this account, the Government should, as was done in the case of the Australian Colonies, give the Telegraph Cos. a limited guarantee against loss of revenue.

3.—That the principle of cheap telegrams should follow the concession of a penny post, as it is certain to prove a powerful factor in promoting trade with the Mother Country; and that, so soon as the time seems ripe, an all-British line should be constructed between the United Kingdom and its great colonies and dependencies either by laying a cable the whole distance touching only at British ports or by completion of the existing land lines.

"THE BREAK-UP OF CHINA."

Read letter from President of the Associated Chambers of Commerce of the United Kingdom, thanking the Chamber for the cordial reception and assistance given to Lord Charles Beresford, M.P., on the occasion of his visit to Hongkong, and asking the Chairman's acceptance of a copy of the noble lord's book entitled "The Break-up of China."

A reply acknowledging receipt of volume and returning thanks for the compliment was despatched by the Chairman on 31st July.

THE PROHIBITION OF THE IMPORT OF FLOUR INTO COCHIN-CHINA.

The Government having submitted a letter from the British Consul at Saigon on the above subject for inspection by the Chamber, copies were supplied to the local Press.

This elicited a letter from the Sperry Flour Co., commenting on the Consul's communication and asking for definite official information on the subject.

Inquiries were accordingly addressed by the Chamber to the French Consul at this port on the subject, who not only supplied all the information then at his command but courteously telegraphed to the Governor-General of Indo-China, and communicated His Excellency's cabled reply to the Chamber.

A letter thanking M. Le Roux for his prompt and courteous attention was addressed to him on the 8th instant, and extracts from the Consul's letters were forwarded to the Sperry Flour Co. on the 3rd and 8th idem.

IMPOSITION OF DISCRIMINATING DUTY ON FORMOSA TEAS.

A letter having, on the 28th July, been received from the Amoy Chamber of Commerce, enclosing copy of a despatch addressed by that body to H.B.M.'s Minister at Tokyo protesting against the action of the Japanese Government in imposing a discriminating duty on Formosa teas of yen 1.60 per picul if shipped to foreign countries whilst allowing the leaf to be shipped from Formosa to Japan free and thence exported abroad free of duty, and appealing to this Chamber for support in making the protest.

On the 5th August, this Chamber addressed a despatch to H. E. Sir Ernest Satow in support of the Amoy protest, and on same date informed the Amoy Chamber to that effect, enclosing copy of the despatch. A copy with covering letter was likewise transmitted to the Government.

PIRACY IN THE TWO KWANG AND ITS EFFECTS ON TRADE.

Read letter and enclosures, signed by Messrs. Jardine, Matheson & Co. and Messrs. Reiss & Co., setting forth the disturbed condition of the Kwang provinces and the disorganisation of the silk trade, which was certain to extend to other branches of trade, in consequence of the action of the pirates and banditti and the powerlessness of the local officials to grapple with them.

The Chairman read a supplemental list of piracies and robberies committed within the last month, and also a letter from Messrs. Bradley & Co., of that date, giving a practical instance of the interruption to trade caused by these lawless outrages.

After considerable discussion,

It was decided to telegraph to the London Chamber of Commerce, confirming same by letter, to address the British Chargé d'Affaires at Peking on the subject, and to forward

copies of the letter to the Colonial Government and to the British Consul at Canton.

COMPLAINT AGAINST POST OFFICE.

On the 8th August a letter was received from the Foochow Chamber of Commerce, requesting the intervention of the Chamber to render recurrence of a case detailed impossible. The case, as stated, was briefly this: The "Chingtu" left Foochow on 19th June for Australia direct via Hongkong, and all documents, letters of advice, &c., were posted by her, but instead of being sent on in her this mail was landed in Hongkong and not transmitted until ten days later in the "Futami Maru".

A letter was accordingly addressed by this Chamber on the 8th August to the Postmaster-General asking for an explanation.

The Chairman read a reply from the Postmaster-General received on the 9th stating that the Foochow Chamber had already addressed him directly on the subject and that he had replied to that body.

Resolved to send copy of this letter to Foochow Chamber and request to be favored with a copy of the Postmaster-General's reply.

THE SYSTEM OF TAXATION AT KIACHOCHAU.

Read letter dated Athenree, N.Z., 30th June, 1899, from the Katikati Road Board, stating that the New Zealand Press reported a new system of raising taxes had been adopted in German China, and asking for particulars of same and information as to local conditions.

Mr. Siebs said he believed there was a Chamber of Commerce at Kiaochau, which might be able to give the information. If not perhaps the Shanghai Chamber might afford it.

THE TYPHOON AT FOOCHOW.

[FROM OUR CORRESPONDENT].

The memory of the oldest inhabitant is a ticklish thing to play with, especially by a comparatively newcomer, but it is fairly safe to assume that a considerable time has elapsed since Foochow was visited by so destructive a typhoon as that of Saturday and Sunday, August 5th and 6th. Both the barometer and the telegraph gave warning of what was coming, but on Saturday morning people merely remarked that the weather was rather typhoony and that the Hongkong mail need not be expected just yet a while. As the evening drew in on Saturday the wind steadily increased, and from the activity displayed on the craft in the river it was evident the junk and boat people feared they were going to have a bad time. By mid-day nearly all the sampans and house-boats had sought shelter, as also the steam-launches belonging to Messrs. Jardine Matheson & Co. and Messrs. Butterfield and Swire. The larger lighters and junks did the best they could in the way of extra moorings and waited for whatever might happen. There was a high tide and strong current, but the wind was so strong that most of the junks lay across the river.

House-boats are not usually considered the best kind of ship for navigating in bad weather, but about 6 p.m. on Saturday, when the wind was so strong that on-lookers were glad to get a good hold of something solid during the frequent squalls, one passed up showing just a scrap of mainsail. She was coming along bravely, but when just opposite the Custom House her bit of sail split. Immediately the halyards were let go and two men, active as cats, sprang aloft to foot the yard down, and by the time this was done and the sheet hauled in they had loosed the foresail and hoisted up a foot or two and were under control again.

By the time darkness had set in there were few, if any, foreigners on the watch, but during the night the wind blew so hard that probably few slept much. The morning showed the havoc that had been wrought. On the far side of the river (the left bank) the Foochow Saw-Mills Co.'s premises had suffered badly. The building containing the machinery, &c., the saw mill proper, was not very much the worse, having lost a part of its roof only, but the large godown used as a drying room and store had collapsed like a house of cards.

Boundary walls and three sides of the godown were so thoroughly beaten down that hardly one brick remained upon another. Various rumours were current as to a number of men being buried in the debris. Some put the

number as high as ten, others as low as one, the truth probably being that some men were missing, but no one knew where or how many. One man was taken across the river on Monday morning to the hospital badly injured but still alive. Abreast of the sawmills the river bank had been built up with piles and timber, and the greater part of this is gone. The premises of the Shell Transport and Trading Co., containing case oil, etc., are within a stone's throw of the sawmills, but the damage there is very small in comparison, although the roofs are damaged and the boundary walls and fences and the bund and jetties are not what they were. Next door is the new Match Factory. The damage there is also comparatively little. The manager, Dr. Hellmann, has now had his first experience of typhoons and does not care if he never repeats it. He says his bed shook and jumped enough to make a man sea-sick. Higher up on the same side of the river the land is low and intersected by creeks and is now plentifully beset with junks and sampans of all shapes and sizes. The foreign hongs on the Nantai (or right) side of the river have all suffered more or less. Messrs. Siemssen and Krohn have their wharf damaged and slight injuries to the house. Messrs. Gibb, Livingston Co's, the Customs North Godown, Messrs. Turner and Co's, and Messrs. Brant and Co's, all show signs of more or less rough usage. The Custom House has suffered rather badly, the roof on the weather side being pretty well stripped, plaster torn off the walls, windows blown in, etc., etc. The worst sufferers on this side are Messrs. Jardine, Matheson and Co. The house is more or less damaged and the front garden is a wreck. The pontoon is still in position, but is water-logged and the bridge connecting it with the bund is strewn in pieces along the wharf. The stone wharf from the corner next the Ice House to Messrs. Gibb, Livingston and Co's is badly damaged, the stone work knocked out of place and the paving stones and ballast washed away. In the river there are three large junks lying wrecked and stranded.

Among the foreign-owned craft the Telegraph Co's house-boat seems to have fared the worst. In the forenoon of Saturday she was sent into the Ice House creek for safety, where she was moored with three anchors. She, however, drove ashore and collided with a joss-house and a big tree. The boat proper is all right, but the port side of the house is knocked into firewood.

Although perhaps the greater damage was done on the river and among the houses on the bund, property lying further inland did not escape. On Sunday morning the street leading from the Custom House wharf to Messrs. Molchanoff & Co's was thick with debris from roofs and walls and was ankle deep in water besides. Other streets and roads were plentifully beset with debris from houses and trees. Messrs Fairhurst & Co. will want the greater part of their roof renewed and there is plenty of repairs to be done on other houses in the vicinity. On the Hill the private houses that have suffered most are Mr. Walkinshaw's, Mr. Westall's, and Mr. Consul Siemssen's. In all these cases the damage is serious. The windows of the church were blown in and the new buildings being put up for the Church Missionary Society near the first tea-house are also very seriously damaged. Mud-boundary walls faced with plaster and brick walls built with mud instead of mortar are no doubt first class look-see substitutes for more solid and honest work, and they are cheaper, but the merry typhoon has a knack of showing its disapproval of such structures in a manner that cannot be mistaken. The damage done to tea-room window screens, trees, gardens, and fences is wide-spread and practically universal.

The floods are out and all round about the low-lying land is under water. As yet nothing much is known of how the Chinese fared, but there is no reasonable room to doubt that their loss and discomfort must be great.

Later—
The casualties at the saw mills are now known to be four killed and seven injured.

Many dead bodies have been taken from the wrecks in the river, but the exact number of lives lost will probably never be known.

KULIANG.
In the foreign settlement at Foochow the damage was bad enough in all conscience, but at Kulang, on the top of the mountain, it was worse. There are, or were, some seventy or eighty houses very largely occupied by missionaries, and of these probably less than a dozen have escaped more or less serious damage. Some six or seven are so badly knocked about that no attempt is to be made to repair them. Mr. Schlee's house is beaten down in a most thorough manner. Just a week before a new church had been dedicated. Now it is minus nearly the whole of the roof and the west wall. Strangely enough no one was hurt, though of course considerable discomfort was caused through having to abandon one's house in the darkness, in a very strong wind, and with the rain coming down in torrents. And then there was the consequent overcrowding of the least damaged houses, which must have been anything but pleasant.

PAGODA ISLAND AND ANCHORAGE.

At Pagoda the principal sufferers were the new quarters and church attached to the Arsenal in the occupation of the French employes. At Sharp Peak there was no damage worth mentioning.

AFFAIRS IN THE PHILIPPINES.

[FROM OUR CORRESPONDENT.]

Manila, 6th July.

THE "SATURNUS" BURNED AND SUNK BY REBELS.

On Saturday morning one of the coasting steamers brought word to Manila of the burning of the *Saturnus* in San Fernando Harbour. A few days previous the *Saturnus* sailed from Manila for the regular run of the northern ports, carrying a number of passengers and a fair sized cargo. When the ship reached San Fernando Union she entered the harbour in the usual manner flying the American flag and anchored close up to the shore. Part of the cargo had been discharged and preparations were made to take on more when the captain and Spanish members of the crew were taken prisoners by the insurgent soldiers, who swarm about all visiting ships. In very short order everything moveable was taken ashore and then the looters returned and soaked various parts of the vessel with petroleum. The supplies captured were of the utmost value to Aguinaldo's followers, as they were in bad straits in this part. Considerable metal was taken off and it is reported that several thousand dollars in the ship's safe were seized. The flag was lowered and the ship was left with only a guard.

The American gunboat *Pampanga*, which patrols this part of the northern coast, observed the vessel without a flag and on coming nearer the *Saturnus* was recognized. She then appeared to be aground and had both anchors thrown out very close to the shore. When the *Pampanga* was within rifle range the insurgents opened fire from the shore and over the ship's decks. The gunboat lowered a boat and made an attempt to get a line to the ship with the idea of boarding her and later towing her out, but the hot fire of the insurgents beat them off. Suddenly natives began firing a field piece of some description and apparently a rapid fire gun. After several attempts to locate the battery and destroy it the gunboat steamed in close and shelled the entrenchments on the beach. During the firing the insurgents (probably with intent) put a few shells through the *Saturnus* and in addition set her on fire. The latest news is that the vessel was practically a wreck and sunk near the beach. The crew is still missing.

The *Saturnus* was one of the largest and best of McLeod & Co.'s steamers and was employed in the coasting trade. The loss is covered by a heavy war risk.

The gunboat *Yorktown* has been despatched to San Fernando to shell the town.

This should not be confused with the San Fernando on the railroad where the American troops are garrisoned.

MANY RUMOURS OF UPRISING.

7th July.
Manila has been threatened with all sorts of fire, uprisings, attacks, and numerous other unpleasant things that appear in the catalogue

of our relations with the Insurrectos. The vigilant secret service has apparently unearthed a number of the enemy's schemes, and accordingly double guards have been placed on duty in the toughest districts and the police have been warned for a moment's call. Up to the present there has been no unusual trouble, but every effort is being made to prevent a repetition of the costly fires of last March and April.

There is reason to believe that among the thousands of natives coming in from the provinces and daily increasing the population of Manila, there are many insurrectos, sent here with the direct object of creating trouble and inciting the citizens to an uprising. Some colour is lent to this opinion by the numerous seizures of arms and ammunition that have been made along the outposts and on the river and bay. Yesterday two cascos laden with arms were captured at San Pedro Macati, some three miles out town. The natives had the audacity to tow them down the rivers with a launch flying the American flag. As no American was to be seen on board the suspicions of the river police were aroused and the arrest followed.

WEATHER IMPROVING—TROOPS PREPARING TO MOVE.

The weather during the last week has greatly improved, and much of the water that clogged the city streets and flooded the country has run off through the rivers and creeks. Still in many places there are swift flowing streams where a month ago roads existed. If the rain holds off a few days longer it will be possible for the troops to move, and in spite of the increased danger of colds and fevers it is likely that an advance will be made from San Fernando on the north and Imus on the south.

A BANK SCANDAL.

Manuel Villaba, ex-director of the Public Pawnshop, which, by the way, is an influential institution, and Juan Leon y Garcia, the present assistant treasurer, were arrested on Friday last on charges of being implicated in the extensive frauds that have recently been worked on the bank. Some weeks ago the cashier, Luis Ramirez, gathered \$80,000 and fled to Iloilo. After his disappearance the public was notified of certain issues that he had stolen, and due warning was given against redeeming the same. Now follows the arrest on suspicion of two officials and the case promises to be full of surprises. All parties concerned are well known in Manila and on the Chins coast.

SMALLPOX IN THE SOUTH.

Recent reports from Negros confirm the warning of the Spanish papers in regard to the appearance of smallpox in Negros and others of the southern islands. Bacolod and Dauagete, the two towns with which Americans are best acquainted, are both affected and people are reported to be considerably frightened and leaving for Iloilo and the provinces. A few cases have appeared near Iloilo, but this town is comparatively free. Manila's surgeons are still fighting the disease, which is always present but not so formidable as to cause unusual alarm.

A HOSPITAL BLOWN DOWN.

During the heavy winds of last week the army smallpox pest house, located in a field about half-a-mile east of the walled city, was badly shaken up by the storm. The following day continued to tug and strain the supports and at last it fell, carrying the patients with it. The building is of the native woods with a thatched roof and is set up on poles, to keep out the dampness. Luckily the structure fell slowly and besides the shock to the sick men and the loss of the medicines, the disaster is not very great.

THE RECORD LAUNCH VOYAGE FROM HONGKONG.

The steam launch *San Francisco*, which left Hongkong on July 30th, reached here early on the morning of the 3rd inst. Captain Raymond quotes his time as three days and eight hours. The launch was fitted by Kinghorn and McDonald and was bought by Robinson and Co.

Manila, 10th August.

PHILIPPINE PORTS AGAIN CLOSED BY THE GOVERNOR.

This morning General Otis issued an order closing all the ports of the islands except those which are held by the American troops. Thus inter-island trade is again crippled. The former disaster may have had an indirect bearing in the matter, but the new order is the

result of close observation of the experimental opening of the ports some weeks ago. The freedom of trade brought no appreciable gain to the United States, and but few firms enjoyed any material advantage, while the Insurrectos were literally making hay while the sun shone, collecting customs and taxes on both ends of the business, having better chances of running the arms blockade, and profiting by all manner of smuggling. The export duty on raw tobacco from the north ran as high as twenty to thirty dollars per ton.

The first steamer to be affected by the new law is the *Adelante*, which was scheduled to sail for Sarsogon this afternoon.

AGUINALDO INVITES FOREIGN TRADING.

Several of the Consuls of Manila have been favoured with communications from Aguinaldo during the last week.

The documents are signed by Buencanimo, Secretary of Foreign Affairs and dated Tarlac, July 24th. In the course of five articles it is decreed that no vessel bearing the American flag shall be admitted into insurgent ports; but vessels bearing any other flag shall be admitted freely. Such vessels are required to undergo a military examination before disembarking passengers or cargo. The master is made responsible to the military officer for the crew, passengers, and correspondence, and in addition he is expected to obtain all the information possible and report the same. Native passengers are required to exhibit certificates of identity; failing in this a fine of ten pesos or three days' arrest will be imposed. A tab is kept on foreigners by causing them to furnish proofs of nationality and reasons for their voyage. In default of this the unfortunate is to be detained and forwarded to the office of the Secretary of Foreign Affairs. The persons and property of foreigners to be given safe conduct and respected.

Foreigners are classed as all persons except Filipinos. Chinese come under the ruling of special laws.

Now that General Otis has closed the ports, trading of any nature must necessarily run the blockade, so it is likely that the military examining officers will not be overworked.

THE BOMBARDMENT OF SAN FERNANDO.

On Monday afternoon the *Yorktown*, *Concord*, *Callao*, and *Pampanga* punished the citizens of San Fernando for the looting of the *Saturnus*. The place was shelled for more than two hours and a half, by all four gunboats. The ventilation of the principal buildings was noticeably improved by the numerous holes that marked the paths of the projectiles. A large part of the town is made up of nipa houses and these offer such slight resistance that shells pass through without exploding and leave very few marks.

The natives returned the fire with musketry and two field pieces and put up a show of resistance for nearly an hour, before breaking for the hills.

MACLEOD UNLUCKY.

"Johnny" Macleod has been playing in rather hard luck over the *Saturnus* affair. A short time ago he bought three substantial houses in San Fernando. It was at this port his ship, the *Saturnus*, was burned, and to punish this act the navy sailed up and tried to knock the town down, in the course of which his houses were no doubt demolished.

HONOURED BY THE SPANIARDS.

A few days ago the official papers arrived from Spain conferring the title of Commander of the Order of Isabella the Catholic on Mr. Macleod in recognition of his services to Spain in the Philippines.

GENERAL MCARTHUR LEADS THE FIGHTING.

Five thousand men engaged the Insurgents about San Fernando de la Pampanga (not on the sea coast) last Tuesday morning. The battle opened just at daylight with a half-hour's shelling of the insurgent position by eight field guns and the armored car, during which the Filipinos hugged the trenches and held fire. As soon as the infantry began an advance, the wily brown men poured in a hot fire, which was maintained until the Americans were within four hundred yards; then they deserted the trenches and fell back into the woods. Colonel Bell with the 36th U.S. Volunteers took the town of Bacolor with but little fighting, and then pushed on to join the main advance. However, the country is so difficult to manœuvre over that the 36th and 12th struck off to

the left and were scarcely heard from for the rest of the day, but they were busy with plenty of fighting on their fronts.

The guns were dragged along with the advance for about half-a-mile, when they became mired in a sort of quicksand, and it was all the battery could do to haul them back to San Fernando. Over on the right the 17th U.S. Infantry and Iowa Volunteers had some of the hardest fighting of the day. When the enemy left the trenches it split in two columns going north-east and north-west. The troops on the right fell in with the retreating insurgents in a clay marsh and for half-an-hour they fought it out at close quarters while men slipped, fell, and mired in all directions. The barefooted Filipinos being much more free footed managed to escape with moderate loss.

Late in the afternoon the advance reached Calucut, where the troops are resting to-day. To-morrow it is probable that they will push on to Angeles, the objective point of the movement. This town is some nine or ten miles north of San Fernando on the railroad, and is situated at the crossing of several roads which carry the main communication of the valley, and it is also on the highway to the hills. It is also believed to be a depot for food and ammunition.

The American loss so far amounts to seven killed and twenty-five to thirty wounded. Four officers are among the wounded—Captain Abernethy, Captain Dunning, Lieut. Williams, and Major Braden.

The insurgent casualties probably number seventy-five.

Hundreds of stragglers drifted back over the lines overcome by the intense heat and nearly impassable country. For miles at a stretch the entire fields are under water and in some places the troops struggled through mud and marsh up to their armpits.

AGUINALDO'S BROTHER IN HONGKONG.

Among the passengers from Manila by the steamer *Diamante*, which arrived in Hongkong yesterday, was General Baldomero Aguinaldo, Filipino Minister of War and brother of President Aguinaldo. We understand that he has brought with him a large amount of treasure and that he has come here to take the place of Crisanto Lichauco, treasurer to the Filipino Junta, who is now in Manila.

HONGKONG SANITARY BOARD.

The fortnightly meeting of the Hongkong Sanitary Board was held on Thursday afternoon. The President (Dr. J. M. Atkinson, Principal Civil Medical Officer) occupied the chair, and there were also present the Vice-President (the Hon. F. H. May, Captain Superintendent of Police), Mr. E. Osborne, Dr. Lawson (Acting Medical Officer of Health and Acting Sanitary Superintendent), and Mr. C. W. Duggan (Secretary).

THE SANITARY SURVEYOR'S REPORT.

In his report for the second quarter of 1899, Mr. R. F. Drury, Sanitary Surveyor, says plans were deposited during the quarter for the re-drainage of 118 houses. Plans for 366 houses were carried forward from 1898 and 72 from the previous quarter, making a total of 556 in hand during the quarter. The re-drainage of 107 was completed, leaving 449 to carry forward. Repairs to drainage arrangements were carried out in 77 instances, and 180 houses were carried forward, making a total of 257 houses in hand for repair during the quarter. Certificates were granted under section 14 of Ordinance 34 of 1887 for 77 new buildings and two additions. The drains of 50 houses were inspected and reported on. Of this number seven required reconstructing, 33 amending, and 10 were found to be in good order. Notices were served on the owners of 40 houses calling upon them to execute necessary work.

DR. LOWSON'S APPOINTMENT.

The appointment of Dr. J. A. Lawson as Acting Medical Officer of Health and Acting Sanitary Superintendent was reported.

APPLICATION FROM ST. JOSEPH'S COLLEGE.

On behalf of the Right Rev. Bishop Pizzoli, Mr. Wm. Danby, architect, asked for permission to erect two waterclosets at St. Joseph's College. They were intended to be placed at

the east end of the south veranda on the second and third floors. They would be constructed in the usual manner and in strict accordance with the Board's regulations, and connected with the new drains about to be laid down in accordance with the Board's request. There were about 12 Christian Brothers and 80 students and boarders regularly residing on the premises, and this accommodation was required exclusively for their use. In addition there were about 100 day scholars by whom the present detached latrine in the compound would still be used. Mr. Danby adds:—"In addition to the above residents many young invalids and convalescents from the coast and other places are sent here to recuperate and for whose special accommodation an Infirmary is provided in the recent extension of the top floor of the premises. It is found not only very inconvenient but at times dangerous to the health of these invalids having to traverse the long distance from this floor to the external latrine, especially at night time. There is a good water supply already on the premises, and the closets will be well looked after by a special brother being told off to see that everything is kept clean and in good order, and that no water is wasted."

The following minutes were appended:

Mr. Osborne—"Refuse. St. Joseph's College does not come within the category of buildings where water closets should be allowed."

Hon. R. D. Ormsby—"Must be refused, I think."

On the motion of the VICE-PRESIDENT, seconded by Mr. OSBORNE, the application was refused.

RINDERPEST AT KENNEDYTOWN CATTLE DEPOT.

Dr. Lawson reported on August 8th that "on Friday 36 animals were admitted to the Cattle Depot. Four were rejected, 31 passed, and one sent to segregation shed. The latter had a high temperature—103.2 degrees F.—and on Saturday developed typical rinderpest. I saw the animal myself on that date. It was in segregation practically all the time of serious discharge from eyes, nose, and mouth, and diarrhoea. All the other cattle were right or are right. At present there is no necessity for any measures. The bullock died on Sunday and was buried lame as y."

Inspector Watson reported on the 14th inst.:—"Or the 8th inst. I removed one bullock from the Cattle Depot to the segregation shed for observation—temp. 103.8, eyes dull and head slightly drooping. Animal continued with temperature over 104 till the 10th inst., when symptoms of rinderpest appeared (discharge from eyes and nose, diarrhoea, temp. fell to 102.5, refused food for first time) and the animal gradually sank and died on the 13th inst. I had the carcass carefully buried, and the shed in which it died disinfected and gas-tarred. The animal was admitted into Cattle Depot on the 3rd inst. and passed by me as fit for slaughter on the 4th inst. This is the second case of rinderpest from the Nam Hung district within a week."

The following minute was appended:

Dr. Lawson—"No further steps necessary at present. It only shows the necessity for observation sheds which the C. V. S. has for so long advocated. Had it not been by pure luck this animal would have been killed for meat while suffering from rinderpest. Inspector Watson deserves credit for his prompt detection."

Mr. OSBORNE proposed that a copy of the report be sent to the Government.

The PRESIDENT said the last letter they received from the Government in reference to this question was dated 13th June. It stated that the necessity of providing inspection lairs had not been lost sight of, but that until the Government were in a better position to provide the necessary expenditure the work could not be undertaken.

Dr. LOWSON, in seconding Mr. Osborne's motion, said he thought these two cases were an absolute proof of the necessity for inspection lairs pointed out by Mr. Ladds for such a long time. It was simply by pure luck that these cases were detected.

The motion was carried.

THE PLAGUE.

A telegram from Amoy was submitted stating that the place was now free from plague.

It was reported from Tainan that from July 12 to July 18 inclusive four cases were reported, there being six deaths and six recoveries. Since January 7th there were 2,225 cases, with 1,702 deaths and 485 recoveries.

It was reported from Penang, in a communication dated July 26th, that no new cases of plague had occurred in the settlement since the 15th inst.

The mortality returns from Macao for the week ended July 23rd showed 55 deaths (including two from plague), and for the following week 24 deaths (including one from plague).

On the motion of the PRESIDENT, seconded by Dr. LOWSON, it was decided to recommend the Government to revoke the order declaring Amoy an infected port.

THE INSANITARY PROPERTIES BILL.

The mortality statistics for the colony for the week ended August 5th showed a rate of 20.1, against 22.2 for the previous week and 12.8 for the corresponding week last year.

Mr. OSBORNE said—In connection with the mortality statistics, I think, sir, it is time the Government should be asked what is the position of affairs in regard to the Insanitary Properties Bill. After three or four years' consideration, certain points in the proposed Bill were referred back to this Board, and we returned the draft with our recommendations upon those points some time ago, since which we have heard nothing further on the subject. It surely cannot be that more time for consideration is needed, as the measure has been so long before the public, and if the cause of delay be points of disagreement between the Government and those whose interests will be affected, I think we should consider the advisability of asking the Government to accept it in a modified form, and we will do the best we can with its mangled remnants, rather than run the risk of further delay. If any man doubts the necessity for this Bill—if any man considers its provisions of too drastic a nature—I recommend that man to visit the slums which the Vice-President, Mr. Ormsby, and I inspected on Tuesday last. Though much has already been done to mitigate the scandalous conditions under which a large proportion of the population live, the fact remains that most of the loathsome dens which disgraced this town in 1894 are disgracing it to-day and until this Bill becomes law no appreciable improvement is possible. I therefore beg to move that the Government be asked to inform the Board what is the position of affairs in regard to the Insanitary Properties Bill.

The VICE-PRESIDENT—I beg to second, and at the same time I am in a position to state that the Acting Attorney-General consulted me this morning about the draft of the Bill, which is practically the same as what the Board sent up. I think, therefore, that that is a sign that the Bill is under weigh at any rate.

The motion was carried.

LINEWASHING QUESTION.

The SECRETARY reported the appointment of an extra clerk and inspector allowed for limewashing prosecutions.

Mr. OSBORNE said—Amidst the labyrinth of laws and bye laws connected with local sanitation there is one very useful measure which I think commands universal approval, and that is the law relating to limewashing and cleansing. This law provides that the town shall be cleansed and limewashed twice in every year and that the work shall be spread over the whole six months. Suspecting that it was being largely evaded I some months ago called for returns showing the number of houses which were not limewashed and these returns proved that my suspicions were well founded. The Sanitary Board then advertised in the newspapers reminding owners of their obligation, and at the same time I believe the Inspectors informed the tenants. Still a very large proportion of houses remained uncleansed, and when the time of cleansing expired the Board passed a resolution to prosecute the delinquents. But here began a difficulty. To search the register for the owner's name, to write out the necessary notices and to serve these notices and otherwise follow the cumbersome procedure which the law requires, entailed such an amount of work that it was

found impracticable to prosecute, and so the persons who had knowingly and wilfully defied the law were for the time allowed to go free. This has to some extent been remedied by the Government providing extra assistance, and I believe the prosecutions are now proceeding. One reason for the deadlock was that Inspector Clerihew was sick and there was no one to take his place. But surely, sir, this should not be so. A military campaign does not cease because one of its commanders is hors de combat. In every sound organization there are men ready to step into vacant posts, and I think that in our campaign against dirt we ought to be equally well provided. The whole thing would no doubt afford material for quite an amusing little farce were it not that sickness and death play such prominent parts, and my object in drawing attention to the matter is that the public may be acquainted with the facts and that the Government may be brought to realize that if the Sanitary Board is to be of more use it must have a staff that is sufficient to give practical effect to Sanitary laws. I am not moving any resolution for the moment, but I shall do so at a later date when the report of the sub-committee is before the Board.

Dr. LOWSON—During the last fortnight notices have been served on a large number of landlords to whitewash. It has been followed by most satisfactory results, and I can now state that the western district, which ought to have been limewashed I think by the end of June, has now only 46 houses to be whitewashed. Seven were prosecuted this morning, and we have put a few dollars into the Treasury as the result, so that I consider we have done pretty well during the last fortnight. The reason why there is a considerable discrepancy in the figures is because the staff for limewashing has been absolutely inadequate for the purpose. Even with the Board's full staff just now it wants an extra man entirely for limewashing during the course of the year and a clerk in the office for the same purpose, and it is on that account, on the representation I made to the President, that we have got that extra clerk and extra inspector *pro tem.* I hope it will be a permanent appointment. I know Dr. Clark has some other views with regard to a further increase of staff, but I prefer to leave that alone just now, because it is more his business than mine. But I have got this to say, that the staff at the present moment, even if up to the full strength, is insufficient to have a full control of the colony. Overcrowding wants more attention—

The VICE-PRESIDENT—Overcrowding in dwellings and surface crowding?

Dr. LOWSON—I mean overcrowding in houses. I do not want to start a debate on the question of surface crowding, but probably both require more attention, and with the present staff they would never be able to give it. Extra staff is also wanted for the simple reason that during the last two years when the plague has come round we have been unable to throw into it a force of men at a time when an epidemic could be stopped, that is, at the beginning, and not two months after it has been going on. Until overcrowding is looked after, until limewashing and cleasing are looked after, and until we are ready to put into the field a full force of men, we shall never have adequate protection from plague or prevent an epidemic. Sometimes it goes on three months, sometimes six, and sometimes nine. I really hope that a larger staff will be thrown into the town for the purpose of getting places clean, etc.

This was all the business.

The Hongkong Fire Insurance Co., we learn, had not a risk of \$5,000 on the contents of Messrs. A. S. Watson & Co.'s branch establishment as stated in yesterday's issue. The Company was only interested to the extent of \$500 on the clothing, etc., of the person in charge.

We are informed that the General Agents and Consulting Committee of the China Sugar Refining Co., Limited, have declared an interim dividend of \$2 per share for the half-year ending 30th June last. We understand that the accounts for the six months in question showed some loss, and that the interim dividend will therefore be paid out of the equalization of dividend fund.

FIRE AT HUNGHOM DOCK.

EXTENSIVE DAMAGES.

12th August.

Great excitement prevailed at the Hunghom Docks on Thursday night in consequence of a fire which was raging in one of the store rooms. Towards the centre of the yard is a long one-storey building divided into compartments. One end is used as the office, and of the other compartments one is used for the storing of oil and another for the storing of oakum, ash cans, and iron bolts. It was in the last named compartment that the fire occurred, and naturally the greatest anxiety was felt lest the adjoining compartment containing the oil should become ignited, as in that event there would have been a conflagration of exceptional dimensions and one with which the fire apparatus available would have been utterly powerless to cope. The opinion of persons present at the fire is that it is wonderful that, under the circumstances, the adjoining compartments did not become involved. Mr. J. Wilkie (the chief clerk) got all his books out of the office, and stored them in a cargo boat, which was taken out to a buoy and there anchored until all danger was over.

The fire was discovered about eight o'clock in the evening, it being noticed that some oakum had become ignited. How, we are unable to say; several theories have been advanced but no proof as to the correctness of any one of them is forthcoming. Mr. R. Cooke, assistant manager, Mr. W. Wilson, managing engineer; Mr. W. C. Jack, superintendent engineer; and the other heads of departments, together with the general staff, were soon on the alert. Word was sent to the Water Police Station that the floating fire engine was required, and a launch was sent round for it, but it was discovered that it was undergoing repairs and could not come. In the meantime the Dock steam fire engine was got out and set to work together with a manual fire-engine from the Dock and one from Yaumati. The fire apparatus on board the Loosok, which happened to be in dock, was also requisitioned. Everybody worked with a will, and though a large portion of the goods with which the compartment was packed was destroyed the sides and the roof of the building being also considerably damaged, the fire was prevented from spreading, and by one o'clock yesterday morning was extinguished.

The damage, which is partly covered by insurance, is put down at about \$50,000.

EXTENSION OF THE TUNG WA HOSPITAL.

Mr. Ho Tung forwards us the following statement of facts regarding the extention of the Tung Wa Hospital and the building of a permanent hospital for plague patients, &c.—

In view of the increasing population of the Colony and the Hinterland, the Directors of the Tung Wa Hospital, with the approval of its members, have decided to erect a new building as an extension, on a site opposite the present hospital and situated in the Taipingshan resumed area. Through the kindness of His Excellency the Governor (Sir Henry Blake), a site has been granted by the Secretary of State on condition that the Chinese community were to subscribe sufficient funds to put up the building within a period of eighteen months from the date of the grant. In this building it is proposed to set aside a special apartment for midwifery, which is urgently needed, considering the high mortality amongst infants and mothers. His Excellency the Governor has kindly subscribed \$50 as an encouragement and it is to be hoped that the Chinese community will come forward freely and liberally with their subscriptions.

If sufficient funds are forthcoming the Directors intend also to put up a permanent building at Kennedytown for the treatment of plague patients, the present mat-sheds being considered unsafe in case of fire or typhoon.

The estimated cost of the above two buildings will be about \$60,000.

A new mortuary estimated to cost \$6,000 is also to be erected.

The Directors are going round personally to solicit subscriptions.

CHURCH MISSIONARY ASSOCIATION.

A meeting of the above Association was held in St. Paul's College on Tuesday, August 15th. The following resolutions were passed:—

1.—That this meeting agrees to form a Hongkong Church Missionary Association for the purpose of spreading missionary information, stimulating interest in missionary work, and collecting funds for the support of Church Missionary work in the Diocese of Victoria.

2.—That the *Church Missionary Gleaner* be adopted as the magazine of the Association and that for the circulation of local Missionary news a sheet be printed monthly giving details of the work carried on in the Diocese.

3.—That periodical meetings be held for the purpose of giving information on Missionary subjects and that an annual meeting of the Association at which an Executive Committee shall be elected shall be held in the month of December as near as possible to the Day of Intercession for Missions.

4.—That each member of the Association shall pay an annual subscription of \$2 to cover working expenses and the cost of the Magazine, and that further subscriptions and donations be invited to be applied directly to missionary work in the Diocese.

5.—That the Lordship Bishop of the Diocese be invited to accept the post of President of the Association and that the following be asked to become members of the General Committee to carry out the work of the Association and to make arrangements for the distribution of the funds collected, and that the said Committee shall have power to add to its number:—Committee.—All Clergymen who join the Association. Mrs. Campbell, Mrs. France, Mrs. Gibbe, Mrs. Goodman, Miss Hamper, Mrs. Hipwell, Mrs. Hoare, Mrs. Piercy, Mrs. Vallinge, Sir Thomas Jackson, Hon. W. M. Goodman, Hon. R. D. Ormsby, Messrs. J. M. Beck, A. Bryer, H. R. Hardcastle, N. K. Hipwell, and G. Piercy.

THE SAICHIU RISING.

DEFEAT OF THE IMPERIAL TROOPS.

A Canton correspondent writes:—

As already reported, the Namhoi Magistrate, Yung, was sent to suppress the disturbance at Saichiu and arrest the brigands. Upon his arrival on the scene he found his force was not strong enough and he requested reinforcements. The Viceroy, in compliance with this request sent three hundred men of the Ngai Regiment under command of Colonel Shek Yuk-shan and two hundred of the On Yung Regiment under command of Colonel Choi Chui. This force was conveyed by four gunboats to Lokakwai, where they were to disembark and march to Saichiu, but when they landed they fell into an ambush. The enemy was in strong force and had from forty to fifty pieces of artillery. A terrible fight ensued and several hundreds are reported to have been killed and wounded, the Imperial loss being the greater. Upon news of the defeat of the Imperial troops being received by the Viceroy His Excellency despatched the Black Flag chief Lin Yung-fu, with his four regiments of Black Flags, to the rescue. These left on the 18th inst. by the gunboats Kwong-yuen, Kweng-yeo, Ching-kiang, Kiung-ki, and Kwong-on. The Imperial troops already in the field have suspended operations for the present, pending the arrival of the Black Flags.

The brigands set fire to nearly all the villages in the neighbourhood and ninety per cent. of the houses have been burnt. This is intended to terrify the authorities.

Another correspondent writes:—

Intelligence has been received in Canton of the disastrous and signal defeat of the Imperial troops by the bandits in the West River districts. A body of about 500 soldiers has, in what has been put to pieces; about half the number were killed outright and a moiety of the remainder wounded. The engagement took place at a place called Cet-kow, on the West River, and the fight was fiercely maintained, the Imperialists being surprised and surrounded. The rebels only lost about fifty to sixty men. A fresh force consisting of some 2,000 men has been despatched from Canton to suppress the insurrection. They are likely to find all their work cut out for them.

THE FIGHTING BETWEEN THE IMPERIAL TROOPS AND BRIGANDS.

The *Long Hot Po*, a paper published at Canton, in its issue of the 16th August gives an account (apparently official) of the recent fighting between the Imperial troops and the brigands in the Saichiu district. The following is a rough translation:—

"Particulars of the disturbances caused by thieves and robbers in Lokakwai, Saichiu, have been regularly published in this paper. On the 8th inst. the braves under command of Colonel Chiang had a fierce fight with the thieves at Hasha, when our army scored a victory and pursued the enemy straight through from the north to the south of their position. Our troops then divided, one division proceeding to Kotou and the other to Taungting, two of the principal encampments of the rebels, where they surrounded them and killed countless numbers of them. General Liu Yung-fu (the Black Flag chief) and his army have arrived and taken up a position at Lokakwai. The rebels on learning this dared not come out to give battle. Their provisions are short and they cannot hold out long. A literary graduate of the first or second degree named Hung Kai-chang visited the camp of Colonel Chiang to treat for peace on behalf of the rebels. He said as an excuse for their conduct that the disturbance originated merely in a clan fight between the clans of Lo and Kwan at Lokakwai and was not a rebellion, but that when they saw the mandarin soldiers coming they resisted and fought them. On the same day between two and three hundred of the mandarin soldiers were killed or wounded, the killed including two petty military mandarins named Lee Loi-po and Ng Hee. The man Hung is said to have been acting as adviser and provision purveyor to the clan of Lo, who gathered together all the brigands at Lokakwai, and if this is true he is as culpable as the other leaders. On the 9th inst. the brigands did not sally out from their caves and the Imperial troops therefore did not proceed to the attack. On the 10th inst. fighting was resumed, but the particulars have not yet reached us. H.E. the Viceroy is very much concerned about the affair and has ordered the military commanders to keep him informed of all that transpires. He has ordered the two small-steamers *Hoian* and *Hoching* and ten slipper boats to serve as despatch boats. It will not be long before the disturbance is suppressed."

The Black Flag regiments number about two thousand men.

It was the elders and gentry of Lokakwai who petitioned the Viceroy through the Namhoi Magistrate to send soldiers to suppress the brigands, and they also requested the Commandants of Volunteers in the different districts to co-operate with the mandarin soldiers.

The wounded soldiers have been sent back to Canton for treatment.

The rebels are using Mauser rifles and smokeless powder. Their flag is white with a yellow border.

The report that two of the rebel leaders (one of whom was named Wan Kow) were killed is contradicted.

THE "TAIPEI" PIRACY.

CAPTURE OF SEVERAL OF THE PIRATES.

A Canton correspondent informs us that eight persons have been arrested and are now detained in the Namhoi and Punyu gaols on a charge of being implicated in the piracy of the Portuguese steamer *Taiping*.

INCREASE OF STEAM NAVIGATION IN CANTON WATERS

Mr. E. B. Drew, Commissioner of Customs, in his report on the trade of Canton in 1898, says:—

The privilege of plying for trade in the interior creeks and rivers of China, which was granted to steam vessels of all nationalities, whether Chinese or Foreign, in March 1898, has been already pretty widely availed of in the waters of the province of Kwangtung. At present the number of steamers—most of them more fitly to be termed launches—making use of this privilege is a little above 100. They are, for the most part, employed, not to convey goods and passengers themselves, but for the towage of large Chinese barges fitted to carry both cargo and passengers. This equipment—barge towed by a launch—is not, however, new to these waters; it has existed, though to a limited extent, for 10 or 12 years. The new departure consists in this, that whereas, prior to the Inland Steamer Regulations of 1898, the use of steamers to tow Native passenger-and-goods barges was limited to about 30 vessels, and whereas these 30 enjoyed a special and exclusive monopoly on defined routes, for which a quarterly license fee was paid to the provincial government, varying in amount between some \$300 and \$1,200, according to the value of the concerned (i.e., \$1,200 to \$4,800 per year paid by each monopolist) on the other hand, at the present time, since the new regulations of 1898 were promulgated, the monopoly has been destroyed, and passenger barge whatever may employ any launch to tow it to and fro on its regular voyages between Canton and its destination among the many towns of the West River, the East River, and the Delta. The old fee was so heavy that no one could afford to pay it unless it enjoyed a monopoly of the privilege. On the other hand, as matters are now, all that has to be paid by a launch is Th. 10 for its privilege the first year, and Th. 2 annually thereafter; this if the launch is Foreign. If the launch is Chinese, however, and even-twelfths of the launches are Chinese, a monthly fee of \$50 is levied on it by the provincial government! this fee is nothing less than a tax on passenger traffic. One wonders that the launches concerned do not contrive to avoid the tax by becoming Foreign owned according to a process with which many of us are familiar; but, as a matter of fact, the Foreign Consular authorities set their faces sternly against fictitious ownership by their nationals, and the Chinese launches remain Chinese and steadily pay the provincial tax. The employment of launches to tow the Canton suburban passenger boats is gaining vogue; the coolie-propelled stern-wheeler is giving up its gang of pedal coolies, and hiring steam power; and the popularity of the change finds no better proof than the Chinese notices one sees of late on so many of the old stern-wheelers, which read "Steam-launch employed." The man-power boats appear to be as numerous as ever, it is true; but we may expect to see them used for short lines, and for branch lines where passengers are few or where the water is too shallow for launches. In time, perhaps, the old passenger barges will be worn out and will disappear, to give place to vessels in which the towing power and the vehicle to be towed are combined in a single craft—i.e., the goods-and-passenger carrying steamer. Already there exist here two or three shallow steam barges, like those on some of the western waters of America, with the wheel behind; these run with passengers to Chenchun and Fatshan, places near Canton. At Fatshan the old fashioned coolie-pedal stern-wheelers and the swift little slipper-boats—the hansom cabs of Canton and vicinity—at first resisted the rivalry of the steamer; and a strike against her took place, in which every boat of the old-fashioned sort on the busy Canton-Fatshan line participated. But the practical Magistrate of Namhoi, who went to the scene to quell the disturbance, sensibly advised those concerned to get launches and compete with their new rival on his own ground; and they have wisely done so. I should not omit to say in this place that there are a few passenger lines served by launches alone, i.e., not by towed barges. It would be too long a tale to describe the routes, the distances, and the size and draught of launches, all which matters belong to my present theme. I will only add here that the rules for duties and likin on goods conveyed in steamers and towed barges on inland waters will at first consist of little else than a statement of the likin and kindred charges, with the likin tariff; and that the provincial authorities propose to accord to steamer-borne goods in inland waters the same fiscal treatment as they have all along hitherto accorded to Native-craft cargoes. It is to be hoped that after they have become reconciled to the rapid movements of steamers, they will make no objections to a reduction in the number of likin-collecting offices, and to a single initial tax payment in lieu of two payments at the first two barriers passed. Indeed, the former system is what the new Inland Navigation Rules contemplate, but the change is too far-reaching to be introduced at the very outset without great confusion.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

A SHIP-BRAKE FOR OCEAN LINERS.

TO THE EDITOR OF THE "DAILY PRESS."

SIR.—My attention has been called to a news item which was published recently in the columns of one of your evening contemporaries in which it is stated that much interest has been aroused in Europe in regard to a ship-brake invented by a Croatian working as an engineer in Hungary; the said invention having been tried, in the presence of the American Consul, at Venice, with the result that one of the Austrian Loyd's steamers, a vessel of 1,000 tons, fitted with the brake and travelling at a speed of 10 knots, was brought to a standstill in 20 yards and in less than a minute.—I think 30 seconds is the time given, from the time of letting go the brake.—The brake is described as being constructed of a number of iron plates folding up when in position for letting go and opening up like a parachute when let go and held in position by chains; it is stated to be suspended from the stern and to operate from there.

I have no doubt as to the authenticity of the statement made as regards the success of the trial, but I desire, through your columns, to state, emphatically, that the Croatian engineer mentioned is not the inventor, for I hold English patent rights covering the whole of the apparatus detailed above and a good deal more, the patent having been taken out in London, in 1896, by myself, the inventor. I also originally held patent rights for France and Belgium, which I have allowed to lapse, or which my agent, a French gentleman, has allowed to lapse, for I made them over to him with power to renew them should there be any prospect of disposing of those rights profitably. I have not heard from him since April, 1897, when he was on the Continent visiting different persons whom he thought would be likely to purchase the patent rights. He wished me to go to Brest with him to supervise the trial of my patent in a small vessel which he said he could command the use of, but having expended all the funds I had to spare in hopeless and disheartening attempts to get the invention taken up by British shipowners I was content to receive his report as to the result; he taking with him a specification of the invention and receiving instructions from me as to how it was worked. The report was that he and some friends, French naval officers, had gone out in a vessel of over sixty tons, fitted with a brake constructed according to my directions and to the specification of the patent, and with a superficial area of one square metre, and after repeated trials found that on every occasion it was let go the vessel was promptly turned round in her own length although the rudder was not used to assist the movement but was lashed amidships so that the full turning power, as well as the retarding power, should be indicated. The results obtained were a surprise to all of them.

I have mentioned above that I totally failed to interest British shipowners in my invention, but I had been somewhat prepared for that by the scoffs which nautical men accorded to my suggestions when speaking of my idea of inventing a brake for pulling up a ship promptly when travelling at a high rate of speed, with the object of preventing or minimising collisions. They one and all said that it was impossible and some were so offensive in their criticisms that I retired into my shell and wrought out my ideas; for some years, in secrecy, till I felt I had achieved all that could be done, and on my return to England patented my invention.

I must acknowledge that I was very materially helped by Admiral Makaroff's public demonstrations in Hongkong as to the possibilities of absorbing the force of a blow from a battle-ship's ram or the stem of a steamer and his idea of collapsible bows for ships. I had not the pleasure of seeing the experiments he made to illustrate his views, nor to hear the lecture he gave in the City Hall, but I read the newspaper reports over attentively and pondered for months over the facts he so ably proved. The decision I arrived at as a result of those

reflections was that a collapsible bow for vessels was not a practical idea, I thought of buffers projecting in a row from a ship's stem and other plans, but eventually thought to apply the principles of the parachute, used by balloonists, to the solving of the problem.

After the idea of using a parachute was adopted much detail had to be worked up to adopt it for the use of ships and my patent rights cover a number of forms which may be adopted in varying circumstances. One form, where wire netting faced with stout canvas takes the place of iron plates, is adopted specially with a view of use by war-ships, as the net can form part of their torpedo netting outfit. I interviewed Bullivant and Sons, the great wire-rope manufacturers and inventors of the torpedo-net, on this subject and they at first thought of taking up my patent, but finally decided that they could not undertake it, mentioning the profitlessness of many good inventions, including some of their own, and stating that the British Admiralty had resolutely declined to adopt their torpedo-net until Bullivants had expended a very large sum in demonstrating its efficacy and other (foreign) Governments were preparing to fit their warships with them.

I have mentioned the turning power of my patent water-drag, parachute, or ship-brake; that deflecting or turning power is obtained by attaching the brake to the vessel's bow instead of to her stern, a method I favour, although my patent claims cover attachment to any part of a vessel. In cases of collision if arresting and turning powers are combined greater efficiency in preventing collision is obtained; it is obvious that much of the unexpendable forward force is absorbed in the act of turning. Sir John Puleson, for many years M.P. for Devonport, the floater of the company which works the Westinghouse compressed air railway-brake, now in universal use, and chairman of that eminently successful company, from a shareholder's point of view, was much interested in my invention. I called on him in his City office at the suggestion of a friend who offered to introduce me and at Sir John's request I called on him on several subsequent occasions to hear what prospect there was of floating a company to take over and work my patent. I understood that he had consulted a number of naval friends who thought favourably of it, but he said that it would take time to educate the public up to the idea and that shipowners were a most conservative body who did not take readily to new methods, such as mine, preferring to trust to losses being covered by insurance.

My time in England drawing to a close without bringing me success, I decided to try my chances in Hongkong, on my return to the East, but I must own to not feeling hopeful of more luck here, more especially as the lowness of my funds forbade my expending more on my invention and I had to trust to get others to finance it.

Before leaving the Old Country I thought that if the present generation scorned my invention I would let the rising generation of mercantile marine officers have the benefit of my ideas, for I had, inwardly, a conviction that some day the ideas I held would bear fruit and I was unwilling to let them die. I therefore sent a copy of my specification to Captain Miller, R.N., captain of school-ship Conway, at Liverpool, a vessel I was connected with in my younger days, asking him to let the cadets have the benefit of my idea and hoping that some future cadet would live to make it the success that I had failed to do. He acknowledged the letter and specification in a very kindly manner, sent me a copy of a monthly magazine, published on board that vessel and made up of letters and articles from boys and former cadets in various parts of the world, in which was inserted my letter, and asked me for further contributions if possible. Lack of time has prevented me from complying with that request, but I felt that I could leave my invention with the rising generation of officers to apply it to the ships of the future and thus prevent much disaster at sea.

On my return to Hongkong I interviewed Mr. Gillies, General Manager of the Hongkong and Whampoa Dock Co., and offered to make my invention over to them. He treated me courteously and after sub-

mitting the matter to the Board replied that the time of the dock foremen was too much taken up with their work to admit of their going into the details of the invention, but that they would be happy to construct the brakes to order.

I then tried Messrs. Butterfield and Swire, knowing them to be the most enterprising shipping firm in the East and thinking that as they insured their own vessels there would be greater inducement to them to adopt my invention. They likewise treated me courteously and referred me to their able Marine Superintendent, Mr. Ramsey, who said that he would be willing to have the brakes fitted to one of their ships and would himself see that they got a fair trial, but that it must be at my expense. That is now over two years ago, but so far, I have had to adhere to my decision not to spend more on the invention.

In repudiating the claim of the Croatian engineer to the title of inventing the ship-brake—I believe he has gathered the ideas from my patent, many specifications of which found their way into different hands on the Continent—I am not actuated by any dog-in-the-manger spirit, for though I will not forego my claim to being the inventor I am ready to make over my patent rights, gratis, on certain conditions to any person, or body of persons, who will take it up and get it adopted. All credit is due to the Croatian who has had it proved on a large and practical scale, which I was unfortunately unable to do from lack of time and funds and the failure of British shipowners at home to interest themselves in it.

I shall, further, be pleased, when the cool weather has set in and I have time, to prepare and read a paper on the ship-brake before the local Engineers' Institute, or the Odd Volumes Society, should either of those bodies care for me to do so; if, not being a member of either of those useful bodies, their rules do not permit of it, I shall be pleased to read one to any body of residents who, in this great seaport, may think the matter of sufficient interest. To all who cross the seas it should be of interest, for two thirds of the marine disasters annually reported by the Board of Trade are the result of collisions between ships at sea, a large proportion of which would never occur were ships like railway trains, provided with brakes.

It is true that there are not many cases of collision between ships in the East, where fogs are not prevalent and no great ocean highways cross. In some parts of the world, more especially in the English Channel, collisions are of frequent occurrence, as shown by the black patches on the wreck charts issued, and were the bottom of the sea visible at such points it would be found to be strewn with sunken vessels of all descriptions, from the mail-steamer to the ocean tramp. Typhoons, however, gather in their harvest from the shipping annually, and vessels fitted with brakes would find them equally useful as sea anchors, which would enable them to ride out a storm comfortably instead of getting buffeted about and sometimes overwhelmed by a larger sea than usual; they would in these cases more than pay for themselves by the saving of coal, leaving out of consideration other benefits.—Yours truly,

A. W. BEST.

Anyone in possession of a steam-launch or small steam-tug, and there are many in Hongkong, can have a practical demonstration of the invention, free, for I can in a few minutes, with a piece of wood, two or three iron buckets, and a short piece of rope, rig up a brake which will be quite effective and will amply satisfy them of its practical character; much depends, however, on the proper adjustment of the rope.

Hongkong, 17th August 1899.

The Shanghai Mixed Court had before it the other day a seaman named Jose Gomez, described as a native of South America, but who could not secure recognition by any Consul. The accused is a very disorderly character and it was stated in the police evidence that no one would ship him on account of his reputation. The Court decided to deport him to Hongkong. Why should Hongkong be burdened with such a character, and what will it do with him? He was discharged from a British ship, it appears, but that hardly seems sufficient reason for making Hongkong responsible for him.

HONGKONG AND WHAMPOA DOCK CO., LIMITED.

The following is the report of the board of directors of the Hongkong & Whampoa Dock Co., Limited, to the ordinary half-yearly meeting of the shareholders, to be held at the offices of the Company, Queen's Buildings, Hongkong, on Monday, 21st August, at 3 p.m.:—

To the shareholders of the Hongkong and Whampoa Dock Company, Limited.

Gentlemen.—The directors have now to submit to you their report, with a statement of accounts for the half-year ended 30th June last.

The net profit for the six months, after paying interest due and all charges, amounts to \$803,247.78

to which has to be added the balance brought forward from last account 92,194.75

and from this have to be deducted—

Directors' fees \$7,000.00

Auditors' fees 750.00

7,750.00

leaving available for appropriation \$887,692.53

The directors recommend that a dividend for the half-year of 8 per cent. or \$125,000, and a bonus of 12 per cent. or \$187,500, aggregating \$312,500, be paid to the shareholders, a bonus of \$20,000 to contributing shareholders, that the sum of \$100,000 be added to the Reserve Fund, that \$72,458.61 be written from the value of the Kowloon Docks, \$12,429.50 from the Cosmopolitan Dock, \$4,500 from the Steam Launches, and the balance \$365,804.42 be carried forward to the new account.

The six months now under review have been the busiest in the annals of the Company, as we have docked a much larger tonnage, executed an immense amount of repairs, and constructed a largely increased number of new vessels.

The returns given are very interesting as showing the large extension of business that has taken place; in fact, it has been a period of unprecedented activity. Furthermore, gratifying evidences are now being afforded on every hand that in the near future the construction of new vessels will form an important department of the Company's business.

The reconstruction and improvements on the docks and workshops referred to at our last yearly meeting have not progressed so far as we anticipated, chiefly on account of our hands having been so full of other business; however, part of the works are practically completed and we hope to have the remainder well advanced by this time next year.

The Hon. J. J. Bell-Irving having left the colony, Mr. E. S. Whealler has been appointed Chairman for the current year.

E. S. WHEELER,
Chairman.

Hongkong, 10th August, 1899.

CAPITAL ACCOUNT, JANUARY TO JUNE, 1899.

30th June, 1899. **ASSETS.** \$ c.

Aberdeen.

To value of Aberdeen Docks, as per last statement 100,000.00

Kowloon.

To value of Kowloon Docks as per last statement 1,189,955.94

Less amount since written off 69,955.94

1,120,000.00

To amount paid Colonial Government premium for land to adjust boundaries of Hunghom marine lot No. 1 495.00

To amount paid on account of removal of hill on the new extension Kowloon marine lot No. 27 8,407.27

To amount paid on account of new blacksmith's shop 41,895.00

To amount paid on account of boiler shop and ship-building yard improvements 18,832.00

To amount paid on account of No. 2 dock, cost of 2 new centrifugal pumps, and fitting same 28,708.00

To amount paid on account of lengthening No. 1 dock 4,018.00

To amount paid on account of new boundary wall, railway extension, &c. 5,883.00

To cost of new machines for blacksmith's shop 1,203.00

To cost of new machines for saw mill	3,697.00
To cost of new hydraulic plant with compound surface condensing engines, &c.	26,899.59
To cost of new patent hydraulic flanger	5,730.00
To cost of new double ended punching machine with cranes, &c.	3,400.00
To cost of new machines for engine shop	4,270.00
	1,272,936.36
Less received from Colonial Treasurer refund of difference between the amount deposited by the company and the actual cost of the drainage works at Hunghom marine lot No. 2	478.25
	1,272,458.61
Cosmopolitan.	
To value of Cosmopolitan Dock, as per last statement	325,345.10
Less amount since written off	25,345.10
	8000,000.00
To amount paid on account of new workshops	1,314.00
To amount paid on account of new godowns	500.00
To amount paid on account of extension to fitting shop	1,500.00
To amount paid on account of sea wall and reclamation	137.50
To cost of new machines for blacksmiths' and boiler shops	8,978.00
	312,429.50
Tug, launches, and lighters.	
To value of Fane as per last account	15,000.00
To value of 14 steam-launches, steam-lighter and boats, as per last statement	39,500.00
Less amount since written off	5,000.00
	34,500.00
To Humphreys estate and finance company 6 per cent. mortgage debentures	100,000.00
To Hongkong and Shanghai Bank, cash on current account	150,033.08
To sundry debtors	219,380.54
To cost of material on hand	1,415,899.07
	\$3,619,680.80
30th June, 1899. LIABILITIES.	\$ c.
By shareholder: for 12,500 shares of \$125 each fully paid up	1,562,500.00
By reserve fund	800,000.00
By Admiralty loan £20,000 0 0	
Less repayments 9,407 2 0	
	£.0,591,18.0 at 1s. 11 3/16d.
By sundry creditors	109,640.90
By balance of profit brought forward from last account	252,097.47
By profit	805,442.53
	\$3,619,680.80

30th June, 1899. REVENUE ACCOUNT.	\$ c.
To Crown rent	2,721.84
To fire insurance	1,877.11
To office expenses, salaries, stationery and rent of head office	27,142.63
To drawing office expenses and salaries	5,884.15
To telegrams	1,878.58
To legal expenses	2,229.00
To profit	803,247.78
	\$844,981.07
1st Jan. to 30th June, 1899.	\$ c.
By net earnings of the Company's three establishments	837,602.26
By interest	75.11
By towage net earnings	6,456.02
By transfer fees	126.00
By bonus on premia, &c.	721.68
	\$844,981.07

THE HONGKONG HOTEL CO., LIMITED.

The following is the report of the board of directors to be presented at the ordinary meeting of shareholders, to be held at the hotel at noon on Monday next:—

Gentlemen.—In accordance with Section 53 of the articles of association, the directors have now to submit to the shareholders their half-yearly report for the six months ended the 30th June, 1899.

ACCOUNTS.

The Profit on Working Account amounted for the six months to \$99,302.62, as compared with \$71,057.10, for the corresponding period of 1898, being an increase of \$28,245.52.

The Profit and Loss Account, including a credit balance of \$822.28, brought forward from 31st December, 1898, shows a credit balance of \$91,448.85.

The directors propose to deal with this sum as follows:—

To pay a Dividend of 6 per cent. for the half year, absorbing	\$36,000.00
To write off from value of Furniture and Fixtures	15,000.00
To set aside against Repairs and Renewals	10,000.00
To transfer to Reserve Fund	15,000.00
To carry forward to new account	15,448.85
	\$91,448.85

The directors think it no more than prudent to carry forward the sum named (\$15,448.85) in order to ensure a fair chance of at least as good a final dividend at the end of the year as the one now being recommended.

In this connection it should not be forgotten that, in the past, the second half of the year has always been very much less profitable to the Company than the first six months.

ISSUE OF SHARES.

3,121 New Shares of \$50 each were issued in April last at a premium of somewhat over \$25 per share. The par value of the shares (\$156,050) has been added to Capital, and the amount of premium (\$80,526.50) written off Property Account.

This recent issue of shares are those still remaining unallotted from the creation of new shares which was sanctioned by a special resolution of shareholders passed on the 19th January and confirmed on the 5th February, 1891.

Paragraph No. 6 of the above-mentioned special resolution requires that all moneys received from premiums on the new shares shall be written off the Hotel property account.

ISSUE OF DEBENTURES.

1,000 mortgage debentures of \$500 each, bearing interest at 6 per cent. per annum were issued by the Hotel Company on 1st July last.

They are all payable off ten years from date of issue. The company holds 550 of the debentures, as will be seen by reference to the list of assets in the balance sheet, and the remainder have been sold.

LOAN FROM HONGKONG AND SHANGHAI BANKING CORPORATION.

The loan of \$500,000 from the above Institution was paid off on 30th June last. The funds necessary to do this were provided by the sums realised from the issue of new shares by the sale of part of the issue of debenture bonds.

STEAM LAUNCH.

A new launch is now being built for the company, as the present one is very old, requiring constant repairs, and is much too small and slow for the work required of her.

COST OF FURNITURE AND REPAIRS.

The expenditure on the above items has been heavy, and the directors fear will continue so, bearing in mind the kind of trade the hotel company is engaged in.

BUSINESS.

Continues satisfactory, considering we are now passing through the, comparatively speaking, lean half of the year.

DIRECTORS.

Messrs. E. Osborne and W. Parfitt retire by rotation, but offer themselves for re-election.

AUDIT.

The accounts have been audited by Messrs. W. H. Potts and W. H. Gaskell, who are recommended for re-election.

W. PARFITT, Chairman.

Hongkong, 14th August 1899.

BALANCE SHEET, 30th June, 1899.	\$ c.
Capital—	
8,879 shares at \$50 (fully paid) as per last report	443,950.00
8,121 shares at \$50 (fully paid) issued in April last, being unallotted shares of the issue authorised in 1891.....	156,050.00
12,000 shares—	600,000.00
1,000 mortgage debentures at \$500 each	500,000.00
Accounts payable	27,077.97
Unclaimed dividends	840.50
Balance at credit of repairs and renewals account	1,893.36
Reserve fund	15,000.00
Profit and loss account	91,448.85
	\$1,235,260.56

ASSETS.	\$.
Value of land and buildings as per last report:	
Marine lot No. 5, and remaining portion of marine lot No. 8 \$412,528.04	
Less amount written off, being proportion of premium on new issue of shares 40,477.44	
	<u>872,045.60</u>
Remaining portion of marine lot No. 7 408,157.26	
Less amount written off, being proportion of premium on new issue of shares 40,049.06	
	<u>368,108.20</u>
Praya reclamation.....	22,431.02
	<u>\$762,584.82</u>
Value of furniture and fixtures as per last report	103,440.88
Less written off, as recommended in last report	8,440.88
	<u>95,000.00</u>
Since added	20,239.99
	<u>115,239.99</u>
550 Hongkong Hotel Company's mortgage debentures at \$500 each	275,000.00
Shares in public companies	7,033.81
Stock of wines, &c., provisions, household sundries, coal, and stationery	27,825.06
Steam launch	2,000.00
Licences attaching to six months ending 31st December, 1899	861.50
Fire insurance attaching to six months ending 31st December, 1899	1,098.98
Accounts receivable	22,636.78
Hongkong & Shanghai Banking Corporation	12,808.23
Hongkong & Shanghai Banking Corporation	858.40
No. 2 account	243.21
Cash in hand	8,500.00
	<u>\$1,236,260.68</u>

PROFIT AND LOSS ACCOUNT FOR THE SIX MONTHS ENDING 30TH JUNE, 1898.

Dr.	\$.
To bad debts and refunds	464.85
To rates	9,840.50
To interest on mortgage	12,369.88
To directors' and auditors' fees	1,700.00
To fire insurance	1,098.87
To Crown rent	365.90
To balance, which the directors propose to deal with as follows:-	
To set aside against repairs and renewals	\$10,000.00
To write off furniture & fixtures	15,000.00
To dividend of 6 per cent	36,000.00
To reserve fund	15,000.00
To carry forward to new account	15,448.85
	<u>91,448.85</u>
	<u>\$110,288.85</u>

Cr.	\$.
By balance from 31st Dec., 1898	\$56,900.76
Less dividend of 6 per cent	28,637.00
Less transfer to reserve fund	15,000.00
Less written off furniture and fixtures	8,440.88
Less set aside for repairs and renewals	6,000.00
	<u>56,077.88</u>
	<u>822.88</u>
By rents of shops and offices, new building	2,930.00
By rents of shops and offices, old building	6,860.00
	<u>9,790.00</u>
By dividends on shares	361.50
By bad debts recovered	8.85
By profit on hotel working account for six months ending 30th June, 1899	99,302.82
	<u>\$110,288.85</u>

REPAIRS AND RENEWALS ACCOUNT.

Dr.	\$.
To payments on account of repairs and renewals during the half year ending 30th June, 1899	5,956.28
To balance	1,893.36
	<u>\$7,849.62</u>
	<u>Cr.</u>
By balance forward from 31st December, 1898	1,849.62
By amount set aside from profit and loss account	6,000.00
	<u>\$7,849.62</u>

PROTECTION OF GAME IN CHINA.

At a meeting held at Shanghai on the 4th August it was resolved. "That in view of the great and wanton destruction of game and other wild birds in and out of season now taking place in China, which must shortly end in their practical extinction, and which therefore not only threatens to deprive a very large number of persons of the pleasure to be derived from the legitimate pursuit of game but also to cut off an important portion of our food supply, it is desirable to form a society to afford them such protection as is possible."

The members of the meeting accordingly formed themselves into such a Society to be called "The Society for the Protection of Game and other Wild Birds in China."

The following twenty-five gentlemen were constituted the committee:—E. O. Arbuthnot, Count de Bezware, J. O. P. Bland, C. M. Dyce, C. M. Ede, J. Ward Hall, E. A. Hewett, Cecil Holliday, J. G. Kladt, N. Laptev, W. D. Little, A. P. MacEwen, F. J. Maitland, W. C. Murray, J. E. Pisko, L. Rocher, C. Rudolph, W. Scharff, A. Shewan, F. W. Styan, C. F. Timm, J. Toche, H. T. Wade, F. L. Warren, and H. Wartmann

The following resolution was adopted:—That in view of the pressing necessity for stopping the wholesale slaughter of pheasants for the sake of their skins at present going on the Committee are hereby empowered and instructed to take up the matter by every means in its power with the object of an absolute prohibition being put upon the export of pheasant skins.

THE ARMS TRADE.

Replying to some remarks which appeared in our columns a day or two ago the *Echo Macaense* says:—

We do not believe that arms and ammunition are chiefly absorbed by pirates and banditti. Every fishing boat and trading boat carries arms, and all the important towns and villages have their municipal police, who are armed at the cost of the inhabitants, and during the harvest the fields are also patrolled by armed men. All these armaments require renewal from time to time and they absorb large quantities of ammunition, supporting a legitimate trade in goods of this description. It is true that it is the pirates and bandits that give rise to the necessity of honest people arming themselves for their own defence, but as to this, the first step to be taken to restrict the traffic in arms is to suppress and exterminate the bandits and pirates, and then the demand for arms will cease. In proportion as the Chinese Government is unable to properly police its cities and its rivers, the traffic in arms will continue to flourish and the demand will daily increase. The more important the vessel and the richer the villagers, the more necessary to them are arms for their protection, and it would be unjust to impose restrictions upon them in this respect so long as the Government cannot fulfil its duty in the maintenance of order.

THE NEW TEA DUTY IN FORMOSA.

From the coming into operation of the New Treaties, export duties in Japan have been abolished, but not in Formosa. Here the old duties have been taken off, and in their place a new duty of Yen 1.60 per picul on Oolongs, and Yen. 1.20 on on Pouchongs, is imposed on all shipments to places other than ports in Japan, and on shipments to these latter a harbour duty of Yen 1.00 and Yen 0.60 per picul, respectively, is payable. These changes were made without any, or the least, notice being given the general public, or the firms interested, and it was first arranged that they should go into effect on July 17th, but afterwards changed to August 4th. The object of these new duties, at first sight, to one unacquainted with the actual circumstances of the case, would appear to be simply to encourage trade between the island and Japan, but the result is really while observing the letter of the Treaties, to set aside their general spirit and intention, and effect a very substantial discrimination in favour of a route which happens to be under the control of Japanese Steamship Companies only, as against one which is not so controlled. The general purpose and intention of the Treaties

is to put foreigners and Japanese on exactly the same footing as regards both imports and exports, and to allow no discrimination in favour of either one or the other, but here, while obeying the letter of the Treaty, the general tenor and spirit is entirely cast aside, and a state of things inaugurated, which, under the circumstances of the case, amounts to a very practical discrimination against the foreigner, and in favour of themselves. Moreover, as at present there are no sailings direct from Formosa to America—which is far and away the largest consumer of Formosa Oolongs but only via Amoy and Japan, and as all shipments from Formosa to America must, therefore, go either to Japan or Amoy for transhipment, the effect of this law discriminating in favour of the route to Japan is to place shippers via Amoy at a positive disadvantage in the markets of America as against shippers via Japan, and as such is not only unfair in our opinion, but arbitrary in the extreme. The tea trade of the island has been built up in the past with capital introduced from Amoy, and Amoy houses have large interests here and are amongst the principal purchasers and shippers of the crop, so that discrimination against Amoy is the last thing one would expect from the Government, especially when one considers that trade was in full swing and well established long before the Japanese came to the island. We must say it seems to us a mistake, and, whatever may be their legal rights on the subject looking at the mere letter of the Treaties, we cannot but think they are unwise in making any discrimination at all. Furthermore, as a matter of policy, and in their own interests, it seems to us very short-sighted. Shipments to America during past year have been so heavy that at the present moment the stock of Oolongs in that country amounts to quite eighteen months supply, at the average rate of consumption for all America, and the trade there is practically at a standstill except for account of direct consumers. So that it becomes imperatively necessary, in the interests of the island, to encourage new outlets wherever they can be found, if production is not to be curtailed. Is this the way to encourage the finding of these new markets? We hardly think so. Competition is so keen now-a-days, that the very best thing Government could do to promote the sale of the island's teas, and to encourage the finding of new outlets, would be to take off all duties altogether, if only revenue interests would permit it. Formosan teas would then be placed in a better position to compete with the teas produced in other countries, and the island's welfare and prosperity promoted accordingly.

Yet another effect of this discrimination in favour of Japan is to give buyers in countries to whom shipment via Japan is convenient a preference in the market here over buyers in countries to whom shipment by way of Japan is not convenient! Now, have the Government, by the Treaties, any right to do anything—which will place, be the pretext what it may, any one country at an advantage over any other, equally entitled to the most favoured nation treatment? We hardly think so! Has it, for instance, any right, not only as regards tea, but as regards any product, to place merchants doing business with say, England, Australia, or the Straits, to whom shipment via Japan is not convenient, at a practical disadvantage in the market as compared with, say, shippers to Canada, or America, or Siberia, to whom shipment by way of Japan is convenient? We cannot believe it. Yet that is what the new duties practically do. Again, the shipments of Formosan Pouchongs to the Straits mount up to some 60,000 to 70,000 half chest per annum. Is it reasonable to expect that shippers of these teas should have to send their teas to Japan for transhipment instead of to Amoy or Hongkong, or be mule in a heavier taxation if they do not? Did the framers of the Treaties contemplate such a state of things? Surely not! If Japan desired the teas for her own consumption, something might be said in favour of her acting in trying to divert the trade to her shores, but where she needs but little, if any, (preferring, as she does, her own teas), and is only discriminating in favour of the route to her shores to benefit the Steamship Companies which, at present, have control of the route, it is quite a different matter. The discrimination to-day is but small, to-morrow it

may be very much larger! Now, it is but tea that is affected, to-morrow it may be something else. And if the principle were generally applied trade in the island, save with Japan, might be made a practical impossibility! It is to the interest of the island that such a state of things should come to pass? We cannot think so. We are aware America takes the bulk of the crop produced in the island, and that a large part of this is shipped by way of Japan but that does not affect the matter one whit. If the shipments to other countries were but a single catty even, the Japanese Government would have no right to discriminate against the route of easiest or most convenient shipment, or to place the shippers to these countries, having claim to most favoured nation treatment, at any disadvantage as regards shippers to other countries. Encourage the Japanese Mercantile Marine all you will,—we would like to see it grow, and wish it well,—but let it be done without doing harm to established interests and without discriminating against any route or in favour of any. In a word, do not put on any duties which, under any pretext, bring about results which are contrary to the equality of treatment, and equal freedom of trade, contemplated by the Treaties, as are the results produced by this new duty law, for such, must, of necessity, we take it, be deemed *ultra vires*, as being contrary to the spirit and intentions of the Treaties. The new duties, as we have said above, are not to come into operation until August 4th, and we will hope that on reflection and reconsideration the Government will determine, before that date, not to enforce them, and in the meantime we would advise that representations in the matter should be made in the proper quarters to bring about this result. It might, we think be well for all the parties interested—Shipping Companies, merchants, and others, both foreign and Chinese—to join together and take united action in the matter.—*The Formosan*,

THE CHINESE COMMISSIONERS TO JAPAN.

Messrs. Liu and Chin, the Chinese Commercial Commissioners, about whom some of the Tokyo journals wrote in terms of disparagement, are evidently beyond the reach of the aspersions cast by these newspapers upon their status and reputation in China. They have had the honour of being received in audience by the Emperor, and have now been entertained by a number of the leading business men of Tokyo in the Kameesi restaurant at Yanagibashi.—*Japan Mail*.

Whilst the suggestion has been made in Japan that these delegates are here on a political mission, and their visit, it seems, has excited "considerable attention in foreign diplomatic circles," the *Japan Times* tells us that the mission is a strictly commercial one, and our contemporary gives the following English translation of the Imperial Commission:—

"We hereby order Liu Hsiao-shun and Ching Kuang to proceed to Japan and investigate commercial matters. By representations of Prince Ching I-koang, we learn that they have conferred and discussed with the Japanese Consul-General at Shanghai concerning tradal relations between Our Empire and Japan, thereby acquiring detailed information on the subject. Commerce is the basis of the wealth and strength of Our Empire, and it is Our duty to do our utmost to promote commerce, and safeguard the general welfare of the people. We therefore order Liu Hsiao-shun, Expectant Tactai and Second Grade of Button, and Ching Kuang, Expectant Secretary, to meet Masuno-suke Odagiri, Japanese Consul-General at Shanghai, and proceeding to Japan, to institute personal and minute inquiries, and make such arrangement as may seem desirable. It will probably be possible in this way to promote the internal and foreign trade of the country. We look forward to the result of the mission with much expectancy."

"Given through Prince Ching I-koang, the 23rd day of the 4th month of Kuang Shu."

Our contemporary tells us that the ideas of the Commissioners with regard to increasing the commercial relations between the two countries "appear to be rather vague, and in many respects unpractical." The Editor of

our contemporary who is, or was, Private Secretary to Marquis Ito, would probably know what grains of truth there are in the above telegraphic despatch from Peking. It is scarcely likely that Marquis Ito would go to Peking to assist the Government, though he might be willing to give advice from Tokyo.—*Hiogo News*.

CAN ON NOTES.

[FROM THE "CHUNG NGOI SAN PO"]

No conflict has as yet taken place between the Imperial troops and the Saichiu brigands. The latter retire into the hills and pay no attention to the Imperial troops, who have not made any attempt to root them out. The Namhoi Magistrate has paid several visits to the place but nothing has been done to cope with the robbers. The military officers, being blamed by the civil authorities for failing to suppress the brigands, are trying to arrest beggars or people who have been previously convicted of theft, etc., and intend to bring them before the civil authorities as the real offenders. Several days ago a military officer named Kwan sent some soldiers to effect the capture of a Lukong who had once committed theft. They seized him and were dragging him to the military officer when the people, seeing the unjust action of the soldiers, stopped them and set free the captive.

Some days ago Foo Tsan-hoi, An San, and Kwok-ching, robber leaders, went to blackmail the rich citizens. When they got to the village of Taiti, where a clan fight had broken out between the clans of Lai and Pun, they met twenty people belonging to clan of Pun, who thought that the visitors were coming to the assistance of the Lai people and fired at them. The fire was returned and the encounter lasted about half-an-hour, resulting in the killing of Kwok Ching, a robber leader, and four people of the Lai clan.

On the 8th inst. a steam launch named the *Wing Sang*, running between Macao and Shekki, was attacked by about forty robbers who had boarded the launch as passengers. Some of the robbers came on board at Yungki and others at Kweichow, places at which the launch called en route. After they had robbed the passengers and secured the valuables from the launch, they forced the master to steam to a place named Tohoichow, where they all landed.

A big fire broke out on the 5th instant at 3 a.m. in a bamboo-ware shop, in Wongtsai, in Canton. The fire was not stopped till 7 a.m. Forty houses were burnt to the ground.

HONGKONG.

There were 1,880 visitors to the City Hall Museum last week, of whom 168 were Europeans.

In addition to plague the only cases of communicable disease reported last week were one of enteric fever and one of puerperal fever.

The General Agents of the Great Eastern and Caledonian Gold Mining Co., Limited, Messrs. Lutgens, Einstmann & Co., have received the following telegram from the Mines:—

"Commenced to stamp on new ore."

A marriage has been arranged between Mr. Walter Lloyd, R.W.F., second son of Mr. Thomas Lloyd, of Minard Castle, Argyllshire, N.B., and Miss Phyllis Powell, second daughter of Commodore Francis Powell, C.B., R.N.

It is notified in the *Gazette* that H.E. the Governor has been pleased to appoint Acting Battery Sergeant-Major G. L. Duncan to be a Lieutenant in "C" Machine Gun Company of the Volunteer Corps, supernumerary to the establishment, with effect from the 25th May.

At about half past one on Monday afternoon on a two-storeyed house in Chung Wo lane, off Bridges Street, gave way, but as none of the occupants happened to be in at the time no one was hurt. In the first instance the roof collapsed, probably through the joists being eaten away by white ants.

The head fireman of the *Changsha* was charged on remand before Mr. Gompertz on 11th Aug. aiding and abetting three persons to stowaway with on board the steamship *Changsha* with intent to obtain a passage thereon without the consent of the China Navigation Company, the owners of the said *Changsha*, and without the consent of Thomas Moore, the master of the *Changsha*. He pleaded guilty, and was fined \$500, the alternative being six months' imprisonment.

August 19, 1899.

At the Magistracy on Wednesday the occupier the ground floor at No. 5, Arsenal Street, was fined \$50 for selling intoxicating liquors without a license.

The stamp revenue last month was \$29,423, being a decrease of \$4,087 on the amount collected in the corresponding month of 1898. There were increases under twenty headings, amounting in the aggregate to \$5,752, and decreases under seventeen headings amounting to \$9,840, of which \$8,921 falls under the single head of probate.

At the Magistracy on 11th Aug. the Chinaman who is under arrest for being concerned in three highway robberies again came up. The charge of robbing and assaulting Miss May Carroll on April 29th was heard the other day and yesterday the charge of robbing and assaulting Mrs. Fastewski was gone into. It was proved that Mrs. Fastewski picked defendant out of a number of others as the man who assaulted and robbed her. Defendant was committed to take his trial on all three charges.

The trial trip of the *Hoikang* took place on Tuesday afternoon. The *Hoikang* is a single screw steam launch built by Ngai Sun & Company under the superintendence of Mr. W. S. Bailey, Consulting Engineer, to the order of the Macao Salt Farm. Her dimensions are:—Length 80 feet; beam 15 feet; draft 8 feet; and constructed to carry 80 tons of salt. She is fitted with compound surface condensing engines; diameter of cylinders 10 and 20 inches respectively, and a stroke of 14 inches. The trial proved highly satisfactory to both builders and owners, both of whom were represented at the trial.

On Monday a man came down from Canton to Hongkong for the first time and while on a sight-seeing expedition found his way to the Magistracy while the cases were being heard. Noticing something bulky in the pocket of another spectator, and suspecting that it was money, he could not resist the temptation to become possessed of it. He accordingly drew out a razor, cut off the pocket, and extracted a roll containing \$10 in 20 cent pieces. Missing the money the owner turned round, and saw the man from Canton with the roll between his legs. He at once seized him and handed him over to Sergeant Ritchie. On Tuesday Mr. Gompertz sentenced the man to three months' hard labour.

The following returns of the average amount of Bank notes in circulation and of specie in reserve in Hongkong, during the month ended 31st July, 1899, as certified by the Managers of the respective Banks, are published:—

Banks.	Average Specie in amount.	Specie in reserve.
Chartered Bank of India, Australia and China,	\$2,053,858	\$1,500,000
Hongkong and Shanghai Banking Corporation	7,245,418	5,000,000
National Bank of China, Limited,	448,800	150,000
Total	\$9,748,076	\$6,650,000

The meteorological returns for July are published in Saturday's *Gazette*. It was generally remarked during the month that the weather was the most trying that had been experienced for many years, and a comparison of the thermometrical readings with the fifteen years' observations given in the Observatory's last annual report shows this opinion to have been well founded, all the means being higher than the average. Thus the mean temperature for the month was 82.9, while the fifteen years' average is 81.6. The mean of the daily maximum readings was 87.9, while the fifteen years' average is 86.2, and the mean minimum was 79.2 as against an average of 78.0. The absolute maximum, however, falls short of the record, being 91.5, while as high as 94 has been recorded. The absolute minimum was 74.7, as against 72.1, the lowest point recorded in July in fifteen years. We are being compensated for the heat of July, however, by a phenomenally cool August. There were 229.4 hours of sunshine during July, giving an average of 74 hours a day, as against the fifteen years' average of 197.6 for the month, or rather less than 64 hours a day. The rainfall was 10.25 inches, as against an average of 14.21 inches.

The appointment of Mr. E. Jones to be Acting Assistant Harbour Master is gazetted.

Her Majesty's approval of the appointment of the Hon. J. J. Keswick as an unofficial member of the Executive and Legislative Councils during the absence of the Hon. J. J. Bell-Irving is notified in the *Gazette*.

Some time ago Pan Fan was charged with stealing a registered letter at Hung Hom Dock, but as the Magistrate did not consider the evidence to be conclusive he was given the benefit of the doubt and discharged. On Wednesday, however, he again appeared at the Magistracy. On leaving the Dock he entered the employ of Mr. Leopold Spatz. On the 31st of July he was given \$11 odd with which to pay the washerman. He himself, however, signed the bill, as if the washerman had received the money, and kept the latter himself. He told the washerman to come for his money on the 15th. On the washerman putting in an appearance on Tuesday Mr. Spatz found out what had occurred and gave his dishonest servant into custody. Defendant was sentenced to six months' hard labour.

At the Magistracy on Thursday Inspector Brett appeared to give evidence against six persons who had neglected to have their houses limewashed within the prescribed time. The Inspector said he had a great deal of trouble to get landlords to limewash their houses, and asked for a heavy penalty. The landlords of 43, Lower Lascar Road; 60, Bonham Strand West; 6 Pound Lane; 19 Tsz Un Street; and 17, Des Voeux Road; were each fined \$20, and the landlord of 357, Queen's Road Central, \$17.

At about 1 a.m. on the 11th Aug. a fire broke out in a salt-fish establishment at Yaumati. The erection being a wooden one the exertions of the Fire Brigade connected with the Hongkong Regiment, in charge of Captain Berger and Lieutenant Barrett, proved unavailing, the building being completely burned down. The damage—\$600—is not covered by insurance.

The Osaka Shosen Kaisha intends to add two new steamers to its line between Hongkong, Swatow, Amoy, and Tamsui, and the order for the first has just been placed with the Kawasaki Shipbuilding Co., of Kobe. The new steamer is to be completed by October, 1900. She will be of steel and the following are her dimensions: Length, 253 feet; breadth 34 feet, depth 22 feet; gross tonnage 1,400 and net 880. Her engines are to be triple expansion, h.p. 1,600, and the contract speed is 12½ knots. Steam will be supplied by two double-ended boilers. The first-class passenger accommodation consists of five cabins accommodating twelve persons, and in the steerage accommodation will be provided for three hundred. The deck and cabin fittings are to be of teak and the electric light will be installed. The vessel is being built to the highest class both in Lloyd's and under the Japanese law.

MISCELLANEOUS.

At the third annual general meeting of the Shareholders in the Shanghai Feather Cleaning Co., Limited, held on the 9th August, Mr. H. Heyn presiding, the report and accounts were accepted, the new directors elected, while the special resolution authorizing the Company to go into liquidation had to be postponed till September owing to the insufficiency of the number of shares represented, only 183 shares being represented whereas 200 are required.

The *Osaka Asahi* states that the Standard Oil Company has commenced buying petroleum wells in Japan, and seven have already been purchased. The Company, says our contemporary, has been making strong efforts since last year to buy the oil fields in Niigata prefecture and negotiations are still in progress. There are at present over 200 wells leased in that prefecture, and when those applied for are included their number will reach some 400.—*Kobe Chronicle*.

Mrs. Egerton Eastwick, the authoress of "The Resident Councillor," has written another tale entitled "The Governor's Wife," which is appearing as a serial in the *Straits Times*. Our contemporary, in drawing attention to the appearance of the first instalment, says:—The story, so far as we may judge, is an even more interesting one than that of "The Resident

Councillor" and, apart from its merits as a work of art, it may command attention in this part of the world from the sidelights that it casts upon the society of the Straits. Thus, "The Governor's Wife" seems to raise many interesting points as the story goes along. We observe, for instance, from the first chapter, that the hands of women who sojourn in the tropics for a length of time are said to have "the look of pale and limp debility." Now, is it so? It would seem an interesting question to be debated, say, by the Philosophic Society of Singapore. As the philosophers meet to debate after dinner only, it is obvious that, in any question relating to the hands of women, such after-dinner debaters would probably look at the point in an ampler degree than at any mere afternoon gathering.

COMMERCIAL.

TEA.

SHANGHAI, 12th Aug.—(From Messrs. W. Leb, Lewis & Co.'s Circular.)—Telegrams from London about sales of new crop Black Teas indicate a slow demand at about opening rates. From the United States the news is very meagre and sales reported are few. Black Teas.—The Russian demand at Hankow is as eager for the third crops as it was for the second and it is an accepted fact that there will be no Hankow district Teas available for shipment to the United States or England except at prices which few buyers are sanguine enough to give. Our Total Export to Great Britain will probably not exceed 1 million pounds, and to the United States it will probably not exceed 4½ millions. In this market the demand continues good for Teas at or under Taels 18½, but the supply is quite inadequate to the demand. Ningchow sorts from Tls. 17½ to 23 from the larger part of the settlements. Teamen are easing off in their prices for second crop Keemuns and selections are being made from them at Tls. 19 to 23 a picul.

Settlements reported since 1st July:—

Ningchow.....	2,816	1-chest, Tl. 16 a 23.
Kemun	396	" 21½ at 23.
Hohow	52	" 18½
Wenchow.....	336	" 16½ at 17.
Oonan	492	" 15½ at 18½ 15

4,132 1-chests.

Stock 15,647 1-chests last year 17,494 1-chest. Green Tea.—Nearly the whole of the settlements have again been for shipment to the United States and Canada. Pingsueys.—The presence of a new buyer in the market gave Teamen the little encouragement they desired to refuse all offers which were not up to the highest point of the market, and fair settlements followed. Second crops are now coming to hand. In appearance and purity of infusion they are equal to the first crops, but in water they are reddish, and inferior. It is not improbable that these Teas will be bought for their appearance alone, but the falling off in cup qualities will make them less dangerous competitors with the ordinary Tienkai or Moyune in the consuming markets. Country Teas.—Moyunes have been arriving freely judging from the number of chops, but the chops get smaller and smaller year by year and the labour of valuing and averaging prices is increased. Comparatively few chops inn over 100 half-chests each. The quality bears out first impressions, the Tens are bright and fragrant, and the fine lines show an appreciable improvement on those of recent years in appearance. Tael prices for fine and finest chops are about on a par with those ruling last season at this time, but the choicest chops have been bought at irregular prices and generally at lower rates than the same chops realised last season (Tienkais Fychows and Local Packs remain without much change in any respect). The crop of Country Teas is expected to be about 10 per cent. smaller than it was last season. Hysons.—The market has assumed a much quieter aspect, and the range of prices is rather more moderate, though the choicest parcels are still eagerly sought for at very full rates. Taels 50 to 58 have been paid for choicest Tienkais and Moyunes. Many parcels of fine Tienkai sort are offering at 10 to 15 per cent. under prices once refused.

Settlements reported since 31st July:—

	1-chests.	at Tls.
Pingsuey.....	10,358	19.50 a 26.75
Local packed.....	1,861	17.75 a 22.75
Fychow	563	20.00 a 21.25
Tienkai	6,861	21.00 a 28.50
Moyune	11,678	21.50 a 32.25

81,324

Total Settlements from opening of the season to date are:—

1898 x 1899.	
Settlements.	Stock.
1-chests.	1-chests.
Pingsuey	47,365
Local packed.....	9,978
Fychow	5,789
Tientsin	12,457
Moyune	18,078
Total	88,612
	27,771

1897 x 1898.	
Settlements.	Stock.
1-chests.	1-chests.
Pingsuey	16,313
Local packed.....	10,071
Fychow	6,065
Tientsin	10,121
Moyune	6,941
Total	48,451
	42,123

EXPORT OF TEA FROM CHINA TO UNITED KINGDOM AND CONTINENT.

1899-1900		1898-99.
	lbs.	lbs.
Hankow and Shanghai...	9,514,030	10,608,323
Amoy.....	98,440	110,774
Foochow	8,405,078	7,210,364
Canton	2,057,513	1,765,506
	20,070,061	19,805,968

EXPORT OF TEA FROM CHINA TO UNITED STATES AND CANADA.

1899-1900		1898-99.
	lbs.	lbs.
Shanghai	1,222,849	1,132,577
Amoy	2,577,809	3,805,304
Foochow	1,258,786	1,501,981
	5,058,444	6,439,868

EXPORT OF TEA FROM CHINA TO ODESSA

1899-1900		1898-99.
	lbs.	lbs.
Shanghai and Hankow...	8,045,856	8,804,615

EXPORT OF TEA FROM JAPAN TO UNITED STATES AND CANADA.

1899-1900		1898-99.
	lbs.	lbs.
Yokohama	12,309,147	14,473,179
Kobe.....	7,154,042	8,440,783
	19,463,189	22,913,961

SILK.

CANTON, 4th July, 1899.—Tsatees and Reels.—Nothing has been done in these sorts. Filatures.—Stocks being small and supplies coming in slowly, the little demand we had in the beginning of the fortnight was sufficient to keep prices up. At the end of last week purchases of some importance having been made and prices advanced \$10/20 per picul and very little is now obtainable. The 4th crop, which was expected to be very large, is now reported to have suffered considerably from the excessive heat we have experienced during the past few weeks and from the want of rain. Short-reels.—A few hundred bales of Extra and Best No. 2-chops have been settled at \$880/860. The lower grades and especially the finer sizes 14/16 and 14/18, are much wanted, but are absolutely not to be had. Waste.—Large purchases having been made for Europe, the market is practically cleared and prices have advanced \$4/5 per picul.

SHANGHAI, 12th Aug.—(From Messrs. A. R. Burkill & Sons' Circular).—The Home markets are dull. Blue Elephants are quoted at 12/10½ in London and Gold Kilings at Fos. 31.75 in Lyons. Raw S lk.—There has been more doing this week, the demand however has not been general. Prices are very steady, settlements amount to some 650 bales. Yellow Silk.—About 350 bales have found buyers this week, arrivals are on a free scale. Arrivals, as per Customs Returns, August 5th to 11th, are: 1,864 bales White, 637 bales Yellow and 361 bales Wild Silk. Re-reels and Hand Filatures.—The demand has been for the Lyons market, and total settlements are about 300 bales. Steam Filatures.—There has been a good business done this week, both for Lyons and America. Prices are very steady, and it is difficult to get

delivery before January. Contracts have been made for 300,000 bales. The Export of Steam Filatures to date is: 751 bales to the Continent, 745 bales to America, and 21 bales to England. Wild Silk.—About 100 bales have changed hands. Waste Silk.—There has been a good demand for low Waste, and although prices are very high, buyers seem willing to pay them; some of the transactions reported below were done last week. p.c.

		at Tls.
200 Hankow Frissons (Common, whole bales)	25½	
600 Szechuen Frissons (whole bales)	27	
400 Kinnyuen Crapaud do. 30½		
200 Compoo Crapaud do. 29		
200 Compoo Frissons do. 26		
600 Boiled Waste 1 and 2 16½/17½		
100 Tussah Waste, 80 p. c., p. c. 11... 27		
Pongees—2,500 pieces have been settled. 23/34" by 19 yards by 36/37 oz. ... at Tls. 8.15.		
18½/19" by 19 yards by 28 oz. ... at Tls. 8.85.		

EXPORT OF SILK FROM CHINA AND JAPAN TO EUROPE.

	1893-1900	1898-99
bales.	bales.	
Shanghai	29,319	15,780
Canton	5,821	4,765
Yokohama	1,693	1,810
	36,833	21,855

EXPORT OF SILK FROM CHINA AND JAPAN TO AMERICA.

	1893-1900	1898-9
bales.	bales.	
Shanghai	2,236	715
Canton	1,785	1,784
Yokohama	2,888	1,039
	6,909	3,538

CAMPHOR.

HONGKONG, 18th August.—Holders are firm and prices advancing. Quotation for Formosa are \$71.00 to \$72.50, sales 300 piculs.

SUGAR.

HONGKONG, 18th August.—The market continues active and prices are still advancing. Quotations are:—
Shekloong, No. 1, White... \$8.35 to \$8.88 p.c.
" 2, White... 7.79 to 7.80 "
Shekloong, No. 1, Brown... 5.72 to 5.78 "
" 2, Brown... 5.51 to 5.58 "
Swatow, No. 1, White... 8.10 to 8.14 "
" 1, White... 7.70 to 7.74 "
Swatow, No. 1, Brown... 5.57 to 5.59 "
" 2, Brown... 5.46 to 5.49 "
Foochow Sugar Candy... 12.10 to 12.40 p.c.
Shekloong... 11.20 to 11.50 "

MISCELLANEOUS EXPORTS.

Per steamer *Yarra*, sailed on the 12th Aug. For Milan:—10 bales raw silk. For St. Etienne:—5 bales raw silk. For Marseilles:—376 bales raw silk. For Lyons:—824 bales raw silk and 100 bales waste silk. For France:—6 cases silks, 183 bales waste silk, 108 packages tea, 95 packages matting, 1 case staraniseed, and 1 box cassia. For London:—3 cases silks.

OPIUM.

HONGKONG, 18th Aug.—Bengal.—There has been a large amount of business done during the past week and rates have advanced. The market closed firm at the following figures:—New Patna \$870, Old Patna \$890, and New Benares \$840.

Malwa.—The demand for this drug has continued and since the arrival of the mail steamer *Bengal* from Bombay about 200 chests have been sold at slightly advanced rates. Rates are expected to advance further owing to advices from Bombay reporting the scarcity of rain there. Closing quotations are:—

Old (2 yrs.) \$780	with allce. of	to 2½ catties
" 800	"	to 2½ "
" 820	"	to 2½ "
" 840	"	to "

Persian.—This drug has been neglected. Rates continue the same. Oily is quoted at \$6.0 and Paper-tied at \$650 to \$750 according to quality.

To-day's stocks are estimated as under:—

New Patna	903	chests
Old Patna	142	"
New Benares	289	"
Malwa	847	"
Persian	852	"

COURSE OF THE HONGKONG OPIUM MARKET.

DATE.	PATNA.		BENARES.		MALWA.	
	New.	Old.	New.	Old.	New.	Old.
1893.	\$	\$	\$	\$	\$	\$
Aug. 12	845	880	830	—	—	—
Aug. 13	845	880	830	—	—	—
Aug. 14	845	880	832½	—	—	—
Aug. 15	852½	880	835	—	—	—
Aug. 16	857½	880	837½	—	—	—
Aug. 17	860	880	840	—	—	—
Aug. 18	870	890	840	—	—	—

COTTON.

HONGKONG, 11th August.—A very active market prevailed for superior grades in which a rise of \$1 was noticeable; medium and inferior neglected. Stocks, about 6,800 bales. Bombay... 15.50 to 16.50 picul. Kurrachee... — to — Bengal (New), Rangoon, and Dacca 16.00 to 18.50 picul. Shanghai and Japanese... 19.00 to 20.00 " Tungchow and Ningpo... 19.00 to 20.00 " Madras (Best) ... — to — Sales: 800 bales Bengal (Rangoon, new), and Dacca.

RICE.

HONGKONG, 18th August.—The supplies coming forward continue small and prices still have an upward tendency. Quotations are:— Saigon, Ordinary... \$2.39 to 2.42 " Round, good quality... 2.81 to 2.83 " Long... 3.10 to 3.14 Siam, Field, mill cleaned, No. 2... 2.77 to 2.79 " Garden, No. 1... 3.26 to 3.29 " White... 3.71 to 3.72 " Fine Cargo... 3.94 to 3.96

MISCELLANEOUS IMPORTS.

HONGKONG, 18th August.—Among the sales reported during the week are the following:—

YARN AND PIECE GOODS:—Bombay Yarn:—50 bales No. 8 at \$66, 1,700 bales No. 10 at \$66 to \$77, 700 bales No. 12 at \$68.50 to \$76.75, 750 bales No. 20 at \$81.75 to \$88. Grey Shirtings:—1,800 pieces 8½ lbs. Elephant at \$2.37½, 700 pieces 7 lbs. Large Elephant at \$1.97. White Shirtings. 500 pieces Man and Lion at \$4.85, 500 pieces 36 at \$5.40, 500 pieces N I at \$5.07½. T. Cloths:—600 pieces 8 lbs. X M at \$2.38, 750 pieces 7 lbs. Mex. Silver Dragon at \$2.22½, 750 pieces 7 lbs. Gold Dragon at \$2.36, 1,800 pieces 8 lbs. C C at \$3.10, 1,500 pieces 7 lbs. Mex. Gold Dragon at \$2.36. Drills.—200 pieces 14 lbs. Peacock Chou at \$3.90. Velveteen.—120 pieces 18 in Black, Y Stag at \$1.19½ per yard, 120 pieces 18 in Blue Stag at \$1.19½ per yard.

SHANGHAI, 12th August.—(From Messrs. Noë Murray & Co.'s Piece Goods Trade Report.)—

Another very quiet week has to be recorded in our market, relieved only by the satisfactory manner in which clearances are progressing. The lull in the demand is apparently only temporary

and the dealers confidently assert that it must spring up again in a week or two, they in the meantime being busy arranging for their heavy engagements. The business done is of little interest in any department, at least so far as reported, and we do not think much has been kept back this week. Importers, as a rule, appear fairly well contented with what they have done and the future is looked forward to with considerable confidence all round. It is generally recognised that the great safeguard to the exceptionally heavy transactions that have been entered into so far ahead lies in the fact that Manufacturers will not be in a position to lay down goods at a perceptible decline on current rates, until well into next year, whatever the price of Cotton may fall to.

This latter contingency appears to be more remote now, however, and may give buyers more confidence to enter into fresh transactions. Goods afloat are still readily taken at anything like current rates, the available supply of spot cargo being exceedingly short. It is thought that in spite of the comparatively heavy buying that has been going on in American makes thus early the total shipments for next season must show a considerable falling off. The reason for this is that Manufacturers have had no stocks on hand this year, corresponding to the large quantity carried through last summer which they smashed off as soon as a demand appeared from this, and in addition to the large orders for China the home trade is more active now. At Auction the inclination continues to be towards lower prices, especially for Grey goods and Woollens.

There is a good enquiry still for Indian Yarns at slightly better prices, in sympathy with the advance in Bombay. Japanese spinnings are also improving both in demand and price. Local mills quiet but strong.

STEELS. 14th August.—(From Messrs. Alexander & Co.'s Report)—Considerable business has been done in Metals, and there has been a good demand from the North, orders for Old Horse Shoes coming in. Nail Rods locally have gone up to Tls. 3.75 per picul, but still the import price from home is Tls. 4; so no ordering is being done, but the local price shows an upward tendency. Business during the week was as follows:—70 tons London Horse-shoes at 83/- c. i. f. & c.; 350 tons Glasgow and Liverpool Horse-shoes at 101/- to 102½ c. i. f. & c.; 600 tons Glasgow, London and Liverpool Horse-shoes at Tls. 2.40, spot; 100 tons Goffins' nail Rods at Tls. 3.70 spot; 150 Old round Iron at 103/- c. i. f. & c.; 500 cases Bamboo Steel at private terms; 500 cases Bamboo Steel Double Horse at £14.00, c. i. f. & c.

JOINT STOCK SHARES.

HONGKONG, 18th August.—The market continues active, but rates, with the exception of Indo-Chinas and Hotels, have steadied considerably, and there are no special features to report.

BANKS.—Hongkong and Hanghae in the early part of the week ruled very quiet and notwithstanding a rise in the London rate to £63.15s. (d. the local rate fell to 367 per cent. prem., at which a fair business was transacted); later shares changed hands at 368, 370, 370½, and 371, market closing steady at the last rate. Nationals have been enquired for and have changed hands at 825 and 854.

MARINE INSURANCES.—China Traders have found further small buyers at \$62. Unions are enquired for at \$250 without leading to business. Cantons remain dull and neglected, also the Northern Insurances. Straits have been negotiated in a small way at quotation.

FIRE INSURANCES.—Continue dull and with small sales of Hongkongs at \$12½ and Chinas at \$8½.

SHIPPING.—Hongkong, Canton and Macao show a slight improvement with sales at \$32 and \$32½ for cash and at equivalent rates forward. Indo-Chinas boomed to \$72 after fair sales at rates between \$66 and that; market closes rather quiet with sellers at \$71. Douglasses have ruled very quiet with small sales at \$59. China Manilas and Chin. Mutuals unchanged and without business.

REFINERIES.—China Sugars in the early part of the week found considerable buyers at \$168 and \$167, when the market suddenly quieted, and no shares changed hands until the end of the week, when a few transactions were made at \$165 and \$160. Market closes weak at \$160. The Managers and Consulting Committee have decided to pay an interim dividend of \$2. Luzons unchanged and without business.

MINING.—Punjoms have ruled very quiet with sellers and no buyers at quotation and shares could doubtless be obtained at something under the closing quotation with a bona fide offer. Charbonnages continue out of the market. Queen Mines have found buyers at 50 cents, Oliver A's at \$8, Jelebus at \$14 and \$14½, and Great Easterns at \$3.50. Raubs have ruled quiet with sellers at \$61 and \$60 and few if any sales.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Docks ruled very steady and quiet during the early part of the week at 490 with sales; but later a small enquiry sent the rate up to 495 after sales at 492½; market closes steady at 500 per cent. prem. Kowloon Wharves have been enquired for at \$93½ but very few shares have changed hands, holders wanting higher rates. Wanchais have changed hands at quotation.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Lands after a period of comparative inaction have found buyers at \$105, \$105½, \$104, and later at \$105½, market closing with small sellers at last rate. Hotels have again improved to \$120 after sales at \$126, \$127, and \$128 for cash and at equivalent rates on time, chiefly at \$134 for December. West Points have remained quiet with sellers and but few sales at \$37 and close at \$36. Humphreys also continue neglected with sellers and no buyers at \$10.75.

COTTON MILLS.—Hongkongs are still on the market at \$75 without finding buyers. The quotations for the Northern mills are taken from the last Shanghai circulars as usual.

MISCELLANEOUS.—Green Islands have advanced considerably to \$32½ after sales at \$30.75 and \$31. The reason for this sudden rise is not apparent to "the man in the street." China Providents have changed hands at \$10 and \$9.90 and Star Ferries at \$16½ and \$17.

Closing quotations are as follows:—

COMPANY.	PAID UP.	QUOTATIONS.
Banks—		[£588.75, sellers
Hongkong & S'hai...	\$125	37½ p. ct. prem.,=
China & Japan, ordv.	£4	£1
Do. deferred	£1	£5 5s.
Natl. Bank of China		
B. Shares	£8	\$25, buyers
Foun. Shares...	£8	\$2½, buyers
Do. nominal	£1	nominal
Bell's Asbestos E. A...	\$10	\$2, buyers
Campbell, Moore & Co.	\$10	\$10, sellers
China Prov. L. & M...	\$100	\$160, sellers
China Sugar		
Cotton Mills—		
Ewo	Tls. 100	Tls. 67½ sellers
International	Tls. 100	Tls. 75
Laou-kung Mow	Tls. 100	Tls. 7
Soychee	Tls. 500	Tls. 3 0
Yahloong	Tls. 100	Tls. 57½
Hongkong	\$100	\$75, sellers
Dairy Farm.....	\$6	\$5.25, buyers
Fenwick & Co., Geo...	\$25	\$43, sellers
Green Island Cement..	\$10	\$32½, sellers
H. & C. Bakery	\$50	\$25,
Hongkong & C. Gas ..	£10	\$127, buyers
Hongkong Electric ..	\$10	\$141, sellers
H. H. L Tramways	\$100	\$145.
Hongkong Hotel	\$50	\$130, buyers
Hongkong Ice.....	\$25	\$130, buyers
H. & K. Wharf & G...	\$50	\$94.
Hongkong Rope.....	\$50	\$185, buyers
H. & W. Dock	\$125	500 p. ct. prem.=
Insurance—		[\$750, buyers
Canton	\$50	\$40.
China Fire	\$20	\$88½, sellers
China Traders'	\$25	\$62, sales & sellers
Hongkong Fire	\$50	\$312½, sales
North-China	£25	Tls. 195
Straits	\$20	\$61, buyers
Union	\$50	\$250, buyers
Yangtze	\$60	\$117, buyers
Land and Building—		
Hongkong Land Inv.	\$50	\$105½.
Humphreys Estate..	\$10	\$104 sellers
Kowloon Land & B.	\$30	\$29½, sellers
West Point Building	\$30	\$34½, sellers
Luzon Sugar	\$100	\$55, sellers
Mining—		
Charbonnages	Fcs. 250	\$230,
Gt. Estn. & C'donar.	\$6	\$3,50 buyers
Do. Preference..	\$1	\$80, sellers
Jelebu	\$1	\$144, sellers
Queen's Mines Ld...	25c	.0 cts., s/s. & sells
Oliver's Mines, A...	\$5	\$8, sellers
Do. B....	\$4	\$6½, sellers
Punjom	\$6	\$11, sellers
Do. Preference..	\$1	\$2.
Rauhs	15s 10d	\$61, buyers
New Amoy Dock	\$6½	\$161, buyers
Steamship Cos.—		
China and Manila...	\$50	\$91.
China Mutual Pref	£10	\$9. 15s., buyers
China Ordinary	£10	\$6. 0s., buyers
Do.	£5	\$3. 0s., buyers
Douglas Steamship	\$50	\$19, sellers
H. Canton and M...	\$15	\$32, buyers
Indo-China S. N...	£10	\$71, sellers
Star Ferry	\$7½	\$17, buyers
Tehrau Planting Co.	\$5	\$5, sellers
Do.	\$3	\$3, sellers
United Asbestos	\$2	\$2½, buyers
Do.	\$10	\$10, nominal
Wanchai Warehouse ..	\$37½	\$45, buyers
Watson & Co., A. S...	\$10	\$17, sellers
J. Y. V. VERNON, Broker.		

SHANGHAI.—14th August.—(From Messrs. J. P. Bisset & Co.'s Report).—The market has been active, Indo-China S. N. and Shanghai and Hongkew Wharf shares receiving much attention. Banks.—Hongkong and Shanghai Banking Corporation.—Cash shares were placed locally at 365 per cent. premium, and to Hongkong at 370 and 372½ per cent. A sale was also made to Hongkong for September, at 375 per cent. premium. The market closes weak, with sellers. Offers are wanted for Bank of China and Japan shares. Marine Insurance.—North Chinas were placed at Tls. 195, and are wanted. Yangtzes are wanted at \$115, and are offering at \$120. Fire Insurance.—No local business reported. Shipping.—Hongkong, Canton and Macao Steam.

boat shares were placed in Hongkong at \$32 ex div. Indo-China Steam Navigation shares have been in strong demand, and business was done at Tls. 48/51 cash, Tls. 48/49 for September, Tls. 50/53½ for October, and Tls. 53½ for December. Cash shares were also purchased from Hongkong at \$66. Buyers now offer \$67. Douglas Steamship shares changed hands in Hongkong at \$56½/57. Sugars.—Perak Sugar Cultivation shares were placed at Tls. 61, and are offering. China Sugar Refining shares are offering in Hongkong \$168. It is reported that the interim dividend will be \$5. Luzons are still offering at \$55. Mining.—Sheridan Mining shares changed hands at Tls. 4. Kaub Australian Gold Mining shares were sold locally at \$68, and to Hongkong at \$61. Docks, Wharves and Godowns.—Shares in S. C. Farnham & Co. changed hands at Tls. 210, Tls. 205, and at Tls. 210 again. Shanghai Dock shares were placed. Ordinary at Tls. 100, and Preference at Tls. 110. Hongkong and Whampoa Dock shares suddenly advanced to 500 per cent. premium, in Hongkong. Shares were sold from Shanghai at 494 per cent. premium, with exchange 72½, and a purchase was reported from Hongkong at 497½ per cent. premium. Shanghai and Hongkew Wharf shares were in demand, and business was done at Tls. 220/232½ cash, Tls. 230 for the 31st current, Tls. 225 for October, and Tls. 240 for December delivery. Lands.—One or two lots of Shanghai Land Investment shares changed hands at Tls. 82½. Hongkong Land Investment shares, after touching \$108, weakened to \$107. Industrial.—Shanghai Gas shares changed hands at Tls. 200. In Cotton Mill shares: Ewos were sold at Tls. 62½, Internationals at Tls. 70/75 cash, and Tls. 75 for the 30th September, and Laou-kung-mows at Tls. 75. American Cigarette shares found purchasers at Tls. 65. A meeting of the Shanghai Eis Actien Gesellschaft is convened for the 24th current, when the question of placing the Co. into liquidation will be considered, with a view to amalgamation with the Shanghai Ice Co. Tugs and Cargo Boats.—Shanghai Tug Boat shares changed hands at Tls. 230. Shanghai Cargo Boat shares were placed at Tls. 175 cash and Tls. 180 for September. Miscellaneous.—Shanghai-Sumatra Tobacco shares were placed at Tls. 57½. Shanghai-Langkat Tobacco shares have been dropping, sales having been made at Tls. 165 to Tls. 145 cash and Tls. 150 for the 31st October. Hall and Holtz shares were placed at \$36, and Shanghai Horse Bazaar shares at Tls. 80. Loans.—Shanghai Waterworks 6 per cent. and Shanghai and Hongkew Wharf 6 per cent. Debentures were each placed at Tls. 101.

Quotations are:—

BANKS,	
Hongkong and Shanghai.	—\$585.62.
Bank of China and Japan, Ld.	—£10.0.
Do. ordinary.	—£5.5.0.
National Bank of China, Ld.	—\$24.00.
COTTON MILLS,	
Ewo Cotton Spinning & W. Co., Ld.	—Tls. 62.50.
Hongkong Cotton S. W. & D. Co.	—\$50.00.
International Cotton Man. Co., Ld.	—Tls. 75.00.
Laou-kung-mow Cotton Co., Ld.	—Tls. 75.00.
Soy Chee Cotton Spinning Co., Ld.	—Tls. 350.00.
DOCKS, WHARVES, &c.,	
Boyd & Co., Ld., Founders.	—Nominal.
Boyd & Co., Limited.	—Tls. 190.00.
Hongkong & Kowloon Wharf Company.	—\$93.
Hongkong and Whampoa Dock Co., Ld.	—\$736.25.
S. C. Farnham & Co.	—Tls. 205.00.
Shanghai Engineering S. & D. Co.	—Tls. 1.00.
Shanghai & Hongkew Wharf Co.	—Tls. 232.50.
INSURANCES,	
Canton Insurance Office, Ld.	—\$140.00.
China Fire Insurance Co., Ld.	—\$89.00.
China Traders' Insurance Co., Ld.	—\$62.00.
Hongkong Fire Insurance Co., Ld.	—\$310.00.
North China Insurance Co., Ld.	—Tls. 195.00.
Straits Insurance Co., Ld.	—\$6.50.
Union Insurance Society of Canton, Ld.	—\$237.½
Yangtze Insurance Assocn., Ld.	—\$115.00.

EXCHANGE.

FRIDAY, 18th August.

ON LONDON.—

Telegraphic Transfer	1/11½
Bank Bills, on demand	1/11½
Bank Bills, at 30 days' sight	1/11½
Bank Bills, at 4 months' sight	1/11½
Credits, at 4 months' sight	2/0½
Documentary Bills, 4 months' sight	2/0½

ON PARIS.—

Bank Bills, on demand	2.49
Credits, at 4 months' sight	2.53

ON GERMANY.—

On demand	2.02½
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ON NEW YORK.—

Bank Bills, on demand	481
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ON BOMBAY.—

Telegraphic Transfer	147½
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ON CALCUTTA.—

Telegraphic Transfer	147½
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ON SHANGHAI.—

Bank, at sight	72½
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Private, 30 days' sight	73½
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ON YOKOHAMA.—	
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On demand	4 ½ pm
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ON MANILA.—	
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On demand	2 ½ pm
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ON SINGAPORE.—	
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On demand	1 ½ pm
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August 19, 1899.]

SHIPPING.**ARRIVALS AND DEPARTURES SINCE LAST MAIL.****HONGKONG.**August—
ARRIVALS.

12. Kachidate Maru, Jap. str., from K'notzu.
 13. Shini Maru, Japanese str., from Moji.
 12. Ariake Maru, Jap. str., from K'notzu.
 12. St. Helens, British str., from Samoa.
 12. Hailoong, British str., from Tamsui.
 12. Taichow, British str., from Bangkok.
 13. Catherine Apcar, Brit. str., from Calcutta.
 13. Germania, German str., from Hongay.
 13. Hue, French str., from Haiphong.
 13. Legaspi, Spanish str., from Liverpool.
 13. Salazie, French str., from Marseilles.
 13. Meefoo, Chinese str., from Canton.
 13. Sillberg, German str., from Canton.
 14. Irene, Chinese str., from Shanghai.
 14. Benmohr, British str., from Singapore.
 14. Lyseemoon, German str., from Shanghai.
 14. Tosa Maru, Japanese str., from Y'hama.
 14. Nankin, British str., from Bombay.
 14. Hohenzollern, Ger. str., from Yokohama.
 14. Hoihao, French str., from Pakhoi.
 14. Tetarto, German str., from Saigon.
 14. Wuhu, British str., from Tientsin.
 14. Prinz Heinrich, Ger. str., from Shanghai.
 14. Haiping, Chinese str., from Taku.
 15. Wittenberg, German str., from Foochow.
 15. Sado Maru, Japanese str., from Singapore.
 15. Antenor, British str., from Shanghai.
 15. Hailoing, British str., from Coast Ports.
 15. Idzumi Maru, Jap. str., from Yokohama.
 15. Guthrie British str., from Kobe.
 15. Chwnshan, British str., from Swatow.
 15. St. David, Amr. ship, from San Francisco.
 15. Choyang, British str., from Manila.
 16. Diamante, British str., from Manila.
 16. Orlando, British cruiser, from Manila.
 16. Hailoong, British str., from Swatow.
 16. Nanyang, German str., from Amoy.
 16. Cowrie, British str., from Batoum.
 16. Pingsuey, British str., from Glasgow.
 16. Rosetta, British str., from Yokohama.
 16. Mongkut, British str., from Bangkok.
 17. Whampoa, British str., from Canton.
 17. Irene, Chinese str., from Canton.
 17. Bengal, British str., from Bombay.
 17. Manila, British str., from Shanghai.
 17. Oslo, Norwegian str., from Newchwang.
 17. Kansu, British str., from Cebu.
 17. Macchew, British str., from Bangkok.
 18. Hongkong, French str., from Haiphong.
 18. Propontis, British str., from Cebu.
 18. Eidsvold, Norwegian str., from Moji.
 18. Lyseemoon, German str., from Canton.
 18. Maidzura Maru, Jap. str., from Tamsui.
 18. Hermes, Norwegian str., from Canton.
 18. Parramatta, British str., from Shanghai.
 18. Zweena, British str., from Sourabaya.
 18. Hainan, German str., from Chefoo.

August—
DEPARTURES.

12. Yarra, French str., for Europe.
 12. City of Rio de Janeiro, Amr. str., for San Francisco.
 12. Sandakan, German str., for Kudat.
 12. Kyoto Maru, Japanese str., for Moji.
 12. C. H. Kian, British str., for Amoy.
 12. Changsha, British str., for Sydney.
 13. Clara, German str., for Hoihao.
 13. Triumph, German str., for Hoihao.
 13. Ariake Maru, Japanese str., for K'notzu.
 13. Tamsui Maru, Jap. str., for Swatow.
 13. Formosa, British str., for Swatow.
 13. Hupeh, British str., for Saigon.
 13. Hailoong, British str., for Swatow.
 13. Salarie, French str., for Shanghai.
 13. Hanoi, French str., for Hoihao.
 13. Canton, British str., for Shanghai.
 14. Yuen sang, British str., for Manila.
 14. Australian, British str., for Kobe.
 14. St. Helens, British str., for Swatow.
 15. Trieste, Austrian str., for Yokohama.
 15. Moravia, Austrian str., for Calcutta.
 15. Chunsang, British str., for Sonrabaya.
 15. Lyseemoon, German str., for Canton.
 15. Wuhu, British str., for Canton.
 15. Irene, Chinese str., for Canton.
 15. Saxonia, German str., for Yokohama.
 15. Agnes, French str., for Haiphong.
 15. Sungkiang, British str., for Manila.
 15. Kachidate Maru, Jap. str., for K'notzu.
 15. Keongwal, British str., for Swatow.
 15. Tosa Maru, Japanese str., for London.
 15. Sillberg, German str., for Chefoo.
 15. Meefoo, Chinese str., for Shanghai.

15. Taksang, British str., for Foochow.
 16. Prinz Heinrich, German str., for Europe.
 16. Antenor, British str., for London.
 16. Hue, French str., for Haiphong.
 16. Chwnshan, British str., for Singapore.
 17. Siam, British str., for Bangkok.
 17. Glenesk, British str., for Shanghai.
 17. Hoihao, French str., for Hoihao.
 17. Zafiro, U.S. des.-ves., for Manila.
 17. Benmohr, British str., for Kobe.
 17. Wittenberg, German str., for Hamburg.
 17. Hailoong, British str., for Swatow.
 17. Shini Maru, Japanese str., for Moji.
 17. Haiping, Chinese str., for Canton.
 17. Haiching, British str., for Swatow.
 17. Sado Maru, Japanese str., for Kobe.
 18. Bengal, British str., for Shanghai.
 18. Irene, Chinese str., for Shanghai.
 18. Whampoa, British str., for Shanghai.
 18. Nanyang, German str., for Shanghai.

PASSENGERS LIST.

ARRIVED.

Per *Yarra*, for Hongkong, from Shanghai, Messrs. Cecil Holliday, J. Hees, Hjousberg, Mr. and Mrs. Simpson, Mr. Salvucci, Mrs. Brenan and 3 children and servant, Miss Thompson, and Mr. Inonyé; from Yokohama, Mr. R. R. Martin.

Per *Canton*, from London, Mrs. Dimsdale Mr. and Mrs. Jackson, Messrs. Govett and Robinson.

Per *Catherine Apcar*, from Calcutta, Mr. and Mrs. Sternberg and 2 children.

Per *Salazie*, for Hongkong, from Colombo, Messrs. Pasquier and A. de Silva; from Singapore, Mrs. Grey and 2 children, Messrs. Marcus, Perez, Sak Ping Yee, and Seng Koo; from Saigon, Messrs. Wilds, Tam Chi, and Hoe Tchee; for Shanghai, from Marseilles, Mr. J. Trigalet, Mr. and Mrs. Lonstalet and 2 daughters, and Mr. Dillon; from Colombo, Messrs. Lacroix, Roellet, and Green; from Singapore, Major and Mrs. Parson; for Yokohama, from Suez, Mrs. and Miss Delbourg and 3 children, Mr. Delbourg and child, and Mr. Delbourg; from Singapore, Messrs. Hardy Smiss, Ton Tong, and Low Chong; from Saigon, Mrs. Hine and infant, Vicomte J. de Bremond d'Ar's; for Kobe, from Suez, Mr. Delbourg; from Colombo, Mr. Ch. Alveque; from Singapore, Messrs. Gomee and Tookarra; for Nagasaki, from Colombo, Mrs. Jokeff and baby; from Singapore, Mrs. Omstoe Mrs. Otachee, Mrs. Olyesskee, and Mr. Polvetz.

Per *Hohenzollern*, from Yokohama, &c., Mr. and Mrs. McCance, Miss McCance, Messrs. H. Brenninger, W. Biscup, Mr. and Mrs. Diosy, Capt. M. D. Angelo, Messrs. O. G. Lazzava and Daron, Mrs. Lorig, and Mrs. Greensaid.

Per *Prinz Heinrich*, from Shanghai, Messrs. Douglas Stewart, A. Spencer Ellan, Hon. J. J. Keswick, F. W. Gooch, G. Prinz, Mrs. Dummett, and Miss Blandan.

Per *Haiching*, from Coast Ports, Mrs. Ramsay, Miss Lysaught, and Mr. Genahr.

Per *Diamante*, from Manila, Mr. F. da Silva, Mrs. A. Trevesick, Messrs. Humphreys, C. H. Balfour, Lt.-Col. B. H. Cook, E. Bendle, C. Klinck, E. Minnety, Mr. and Mrs. Passano, Messrs. Lake, Robinon, Mrs. Dixon, Mr. Dalton.

Per *Choyang*, from Manila, Messrs. J. Schenbeck, Henry Smith, Porter, C. Carbar, F. Rotin, A. Loy and D. Strong.

Per *Pingsuey*, from Glasgow, &c., Mr. Wheeler.

Per *Rosetta*, from Yokohama, Messrs. Corrodo, C. J. Lee, H. B. Wheeler, Von Yen and infant, Mrs. Ah Choy and infant, Mrs. Baya and infant, and Mr. Man Wo Tai.

Per *Manila*, from Yokohama, for London, Mrs. Elam; from Shanghai for London, Mr. W. B. O. Middleton.

Per *Bengal*, for Hongkong, from London, Master Gunner Buckland, Messrs. R. C. Muellback, C. B. M. Johnstone and H. I. Callaghan; from Bombay, Messrs. F. Williamson and Akin; from Singapore, Messrs. Jose Choi and Wong Kwan Yam, and Mrs. Belina Bloom; for Shanghai, from London, Mr. Korb, and Mrs. W. J. Andrews; from Brindisi, Messrs. R. E. Dearberg and P. P. Dease; from Adelaide, Mr. F. Kitching; from Bombay, Mr. A. E. Moses; from Singapore, Mr. E. V. Kellett; for Yokohama, from London, Mr. Hellier; for Kobe, from Bombay, Mr. D. R. Digaria.

DEPARTED.

Per *Kumsang*, for Singapore, Mrs. Victor Murray, Miss Murray, Capt. G. J. L. de Berry, and Mr. Jose Syyap; for Calcutta, Lieut. A. M. Colville, R.A., and Mr. Shen Tain Shee.

Per *Yarra*, for Singapore, Mr. Victor Murray, for Marseilles, Mr. P. J. Zasorsky, Mr. and Mrs. Bandeira de Lima, Messrs. M. B. Bredon, J. B. Carpenter, Stratton, A. L. Boyres, Leite, and O. J. Treen.

Per *City of Rio de Janeiro*, for Shanghai, Mr. Walter Mason, Miss Mason, Mr. and Mrs. Arthur Peterson, Miss M. Kellogg, Messrs. C. F. Sheaf, J. N. Lambie, J. Hertik, and Miss Halley; for Nagasaki, Mr. George Richwein; for Yokohama, Messrs. E. W. Palin and Uey-mura; for Honolulu, Mr. Preg Leo; for San Francisco, Mr. and Mrs. W. A. Johns, Mr. L. A. Jungst, Mrs. Liu Yeon She, and Mrs. Lee Sui; for London, Mr. Thos. Davie, and Dr. E. A. Seals; for Hamburg, Mr. C. Rockstraten.

Per *Changsha*, for Manila, Mrs. Liscombe, Mrs. Galadman, Mrs. Schmitz and child, Capt. McGowan, U.S.N., Lieut. Mathews, U.S.N., Dr. Frankland, Messrs. H. F. Morris, R. H. Wright, and Marcelli; for Sydney, Capt. P. G. Anderson, H.K.R., Messrs. G. Keeling Flower, Wm. Harden, and Denning Bruhn.

Per *Salazie*, for Shanghai, Mrs. C. A. da Silva and 5 children, Mrs. Holliday, Miss S. Alves, Miss S. Ozorio, Messrs. A. W. Leach and E. H. Rose; for Nagasaki, Mr. and Mrs. Evenburg, and Rev. Richard; for Kobe, Mr. H. Altman; for Yokohama, Miss G. Eca da Silva, Messrs. J. M. Eca da Silva, J. S. Ray, L. Lachal, Moret, and S. Ybarra.

Per *Prinz Heinrich*, from Yokohama, for Genoa, Mr. and Mrs. Liosy, Capt. M. D. Angels, Prof. S. Kawai, Messrs. O. G. Lazzara and I. Ozawa, and Mrs. Greensaid; for Bremen, Prof. K. Hirano, Messrs. E. Tujee and T. Shikawa; from Nagasaki, for Singapore, Mrs. J. Osalo, and Mrs. S. Im buku; from Shanghai, for Naples, Mr. Horst von Teppe's Kerch; for Genoa, Mr. G. May; for London, Capt. L. H. Richards, and Mr. Peter Campbell; for Southampton, Messrs. Catey, Leather, Danielson, Davison, Fernandes, Lawther, McWilliam, McLobie, Malcolm, Robson, Slangers, Toward, Wright, S. Bell, W. Boman, W. Blaylock, C. Carr, J. Clark, R. Carter, J. Donatty, J. Dobson, W. Davidson, J. Downs, J. Ellison, J. W. Falms, J. Grabarn, W. Grabarn, Gillroy, W. Carvey, W. G. Cambrow, J. James, Lindsey, Lovell, J. Mclemon, R. Muks, J. McVerry, J. Mitchell, J. O'Connor, R. Rider, R. Reed, Rondedge, J. Sharpe, W. Smith, W. Turner, R. Tamper, R. Stevenson, W. Turnbull, Tomlinson, J. Ward, R. W. Woh, J. Watson, J. Ballen, D. Brown, Wm. Cook, J. J. Dadman, A. W. Dawson, J. Francis, J. J. Green, H. Krown, W. Krown, J. Kemp, J. Mears, J. G. Richns, R. Owen, D. Pheleps, W. Newman, P. King, W. Hert, P. Maclagan, W. Cockburn, W. S. Kipp, J. Farrel, G. C. Read, C. Bills, R. Hazel, W. Ball, R. Coxon, C. Slape, J. Wilhams, J. Watson, J. White, J. W. Clarke, J. Wilson, W. Loxtion, C. J. Woods, C. Waters, J. Tally, J. Greeves, J. Davis, G. Carr, H. Mear, D. Inglis, J. Fountain, H. McWilliams, C. Anderson, J. Reddig, J. Orrock, R. Hogg, C. Boyston, S. Tolly, G. Collins, J. Robinson, G. Stewart, J. F. Mackenzie, N. Karsner, J. D. Harrison, R. Winter, G. Rogers, J. Cooper, J. Sullivan, J. Bryne, J. Bowson, J. Jones, J. Reeve, and J. Harrison; for Bremen, Mr. Reinking; for Hamburg, Messrs. B. Voss and A. E. Eleasson; from Foochow, for Genoa, Messrs. P. v. Tanner and Siemssen; for Bremen, Miss Andresen, Mr. K. Eggert, and Mr. Siemssen; from Hongkong, for Singapore, Messrs. J. G. Aburto, C. Soto, and R. C. Cook; for Naples, Mr. A. Saloneci; for Genoa, Mrs. Hailing, Mrs. R. F. Drury and child, Mr. Doberok, and Mr. G. Fischer; for London, Mr. D. Stewart; for Bremen, Messrs. F. Mehlhose and J. Anderson.

Per *Sungkiang*, for Manila, Messrs. E. Munro, E. Martiney, and H. A. Carneiro.

Per *Tosa Maru*, for Singapore, Mr. and Mrs. K. Furuya, Messrs. C. F. Krause, G. Nakayama, and M. Kitigawa; for Colombo, Mr. and Mrs. Cleminson; for London, Messrs. K. MacKenzie and J. Colderwood; for Antwerp, Messrs. A. Nagohama and T. Watari.

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